

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

MARCH 1952



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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• **FRONT COVER:** In addition to knowing how to fire the .30 caliber rifle, recruits in Uncle Sam's Navy are put through exercises with the weapon. See article on recruit training starting on p. 2.

• **AT LEFT:** Many are the thrills of a sailor's life, but Leghorn, Italy, is outstanding to the crew of USS *Salem* (CA 139). While there a storm brewed and the liberty party returned to the ship in tugboats, boarded the vessel by a cargo net over the fantail.

CREDITS: All photographs published in *All Hands Magazine* are official U.S. Navy photos released through the Department of Defense, unless otherwise designated: p. 12, Robert S. Weil; bottom, Steve Economus; both courtesy New York *Daily Mirror*.



BENEFITING from a boatswain's mate's experience, recruits at San Diego learn how to throw a heaving line.

Training Recruits for Tomorrow's Navy

THE FRECKLE-FACED YOUTH, barely 17 and away from home for the first time, marched briskly along with the others, heading for the recruit training center.

As he marched, his thoughts wandered. "So this is the Navy? . . . I wonder what it's going to be like? . . . I've never even seen the ocean!" He glanced at his fellow recruits. "Well, maybe they haven't either," he thought. Immediately he felt better.

The platoon reached the gate. A sentry, looking cool and efficient in his uniform, motioned the leader to take his men inside. The group marched through the shaded gateway.

Thus another recruit arrived at a recruit training center. Another erstwhile civilian stepped into a bewildering world of knots and splices and short haircuts, of bag inspec-

tions and long hours on the drill field, of obstacle courses and deep-knee bends, of spotless uniforms, immediate obedience to commands, of good food, lectures, demonstrations and films, of reveille at 0530 and taps at 2130.

With the outbreak of war in Korea, the training of recruits once more became big business. As always when the Fleet expands, recruit training centers are the first to feel the pressure.

At the beginning of the current expansion, the Navy had two major

centers in operation at San Diego and Great Lakes as well as one smaller one at Newport, R.I. Together they turned out 2,000 men a month. At the peak of World War II, in comparison, there had been six centers capable of processing 60,000 men a month.

By the end of 1951, another familiar name had appeared—Bainbridge, Md. Bainbridge replaced Newport as a recruit training center and made it possible to increase the output of trained recruits to 14,000 a month.

How does this recruit training of today compare with the training in the '40s? Basically, the training people say, it's about the same now as when you went through it.

Today, for example, there is not one but three types of recruit training courses given. The regular course is the familiar one for civilians recruited directly into the Regular

**An Average of 14,000 New SAs
A Month Are Coming
Into the Naval Establishment**

Navy and runs 11 weeks. This time does not include three or four days for "in-processing" before the course actually begins, two more weeks for recruit leave after the completion of the course and a few more days needed to transfer a man to his next duty station after leave.

In addition to this "long course," there are two "short courses," tailor-made for the *Reserve* enlisted man:

- Two-week course—This one is for recently enlisted members of an Organized Reserve unit who take the short course instead of a cruise during their first year.

- Seven-week course—This is an abbreviated version of the Regular course and is for members of an Organized Reserve unit called to active duty who have completed the two-week course previously.

Another innovation is a course designed to prevent illiteracy in the Navy by attacking it at the recruit level. This is done by giving additional education in the fundamentals to recruits who need it. These men, carefully screened out during in-processing, are given brush-up courses in reading, writing and arithmetic.

Only a small percentage of the men who enter recruit training need this extra help, training officers report. The average time spent in a brush-up class is about four weeks.

If a veteran Navyman visited one of today's recruit centers and glanced at the curriculum, he would spot one



PHYSICAL FITNESS plays an important part in the 11-week program. In addition, each recruit before he leaves must be able to swim at least 50 yards.

subject he never had—"Citizenship." This subject is taught during the recruit's indoctrination period. Its inclusion in the curriculum signalizes a change in emphasis in recruit training.

Consequently, at the same time that he learns his rights and responsibilities as a member of the U.S. Navy through courses in naval discipline, the Uniform Code of Military Justice, naval customs and courtesy and Navy organization, he also becomes better acquainted with his rights and responsibilities as a citizen.

This training of the individual is

carried over into other parts of recruit indoctrination as well. Such training is geared to promote self-discipline and good manners in addition to fundamental Navy habits. Talks by the base chaplain on the importance of thrift, basic moral principles that people live by, sex and marriage, and manners in public also help toward this end.

The chaplain, incidentally, plays an important role in recruit training. He tries to know each of the recruits personally and gives them a boost when necessary. He helps them become adjusted to the new life and

line.

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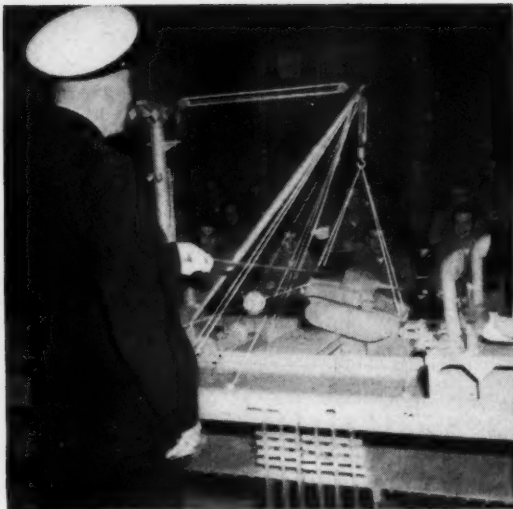
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ANDS



BAG INSPECTION, familiar to every recruit, is staged at Great Lakes. Right: Bainbridge SRs master proper rifle care.



CARGO BOOM gets trainees' close attention. Right: Chief instructs his men near San Diego's dry-land 'ship,' TDE 1.

encourages them to take part in religious training. He conducts a well-attended weekly chapel service and writes letters to worried mothers.

But don't get the idea that the Navy has gone soft on its recruits. It hasn't, as any chief petty officer instructor can tell you. The Navy novice is still kept hopping from the time he enters the training center to the time he leaves. In 11 weeks (including one week's instruction in mess cooking, watch standing and guard duty), he must soak up 92 periods of indoctrination, 64 periods of military drill and review, 63 peri-

ods of seamanship, 38 periods of small arms ordnance and gunnery, 48 periods of physical fitness and 30 periods of company commander's instruction. These figures are based on an eight-period day.

Just like in the old days, the first few days for the new recruit go by in a whirl. He is cast adrift on an unknown sea.

Life goes by rapidly. Doctors thump him on the back. Dentists probe his teeth. Needles jab at him from the most improbable directions. A sea bag is tossed at him—"Stencil your name, billet, service number

and company number on it, pronto," someone says.

He gets a clothes fitting, has an interview with the chaplain, puts his money in a safe deposit box and gets a canteen book. He is assigned to a recruit company, meets the chief petty officer who will be his company commander and, finally, the men he will train with. He is marched off to quarters and shown how to make up a bunk ("And do it the Navy way, sailor!"). He finds his name on something called a Watch, Quarter and Station Bill and soon stands his first watch. He learns that NO SMOKING signs mean just that.

In the in-processing period, each new recruit is given a battery of special tests designed to find out what type of Navy job he is best fitted to perform. These tests, along with additional tests later on and an interview with a classification personnel man, will be used to determine his assignment after recruit training and his career pattern in the Navy.

As he enters the indoctrination period, the neophyte finds his instructors bear down hard on military drill, physical conditioning and other fundamentals. He doesn't realize it then, but he is getting his basic Navy know-how. Once these basics are under his belt, he plows on into seamanship, ordnance and gunnery, small arms, first aid and hygiene and other subjects.

A visitor might come upon these scenes:

- A group of oilskin-clad recruits



PILE OF SPUDS in the galley brings look of concentration to the faces of three young recruits. Each SR puts in a week of mess cook duty during his stay.

cautiously approaches a raging fire billowing from a tank of oil. Three wispy umbrellas of fog-like spray protect the men from the fire, push back the heat and at last smother the flames. This is fire-fighting drill using fog applicators.

- A chief petty officer stands behind a scale model of an AKA. As he holds a warping-cord "steady-ing line" in his hand, a three-foot boom swings over the ship's side, depositing a miniature Army tank on the vessel's deck. This is a lecture-demonstration on cargo handling.

- Dungaree-wearing recruits splice, coil, flemish and fake-down line under the watchful eye of a seasoned boatswain's mate.

If the visitor were to take a tour of the San Diego center, his guide would undoubtedly take him to see the land-locked mock-up destroyer escort named *uss Recruit* (TDE 1).

This vessel has never gone to sea and it never will but it is complete in detail above the main deck. Belowdecks, there are six classrooms rigged to provide the instructor with a realistic background against which to teach. *Recruit* often "gets underway" and "ties up" with the help of her novice seamen.

The progress of a recruit through this instruction is closely followed. Various tests and reports plot his course along the way. At the end, a final achievement test is given.

The key man in recruit training—he always has been—is the chief petty officer company commander. Some have called him "the most important



YOUNG SALT, James Dillon, SR, of Chicago, Ill., enjoys a good, solid meal after a full day's instruction.

man in the Navy" because of his influence on impressionable recruits. Maybe he is. At any rate, it is the company commander who gets his charges settled in their first Navy home, shows them how to scrub their clothes, where to eat, where to bathe, how to fall in and what not to do. He drills his men until they can march with a high degree of perfection. He tells them what they can expect of the Navy and what the Navy expects of them.

Each company CPO is assigned from 60 to 80 men and stays with

them from the time they come to the day they graduate. His attitude determines to a large extent the attitude of those under him. It's a 24-hour-a-day job for the best chiefs the Navy can find.

In the new concept of recruit training, the company commander "leads" his men; he doesn't "push them through" anymore. To the men serving under him, he is Mom, Pop and teacher—all rolled into one.

As for the recruit training for women in the Navy, this is now all being done at Bainbridge. Here Navy career women get a course which is similar in many respects to the one given the men. Instead of 11 weeks, however, the Waves get nine.

Their curriculum includes such subjects as naval history, naval personnel, ships, aircraft and weapons used by the Navy, and Navy jobs. Women don't get seamanship, fire fighting or ordnance and gunnery, but they do get an hour's military drill each day.

Women and men alike emerge from recruit training with a greatly increased feeling of self-confidence born of new knowledge of the Navy.

True, the new Navyman has only skimmed the surface of nautical know-how and he will probably be the greenest man on board when he gets to his first ship, but he has built for himself a firm foundation upon which to base future knowledge. When he gets those seaman apprentice stripes, he knows he's on his way.

WAVES, like these in recognition class, get recruit training too. Right: His stripes on his arm, a new SA heads for a ship or school.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **INSTRUCTOR DUTY** — Enlisted instructors are needed for duty at Recruit Training Commands to give additional instruction in basic naval orientation and fundamental skills of reading, writing and arithmetic.

Recruit preparatory training programs have been established for this purpose at San Diego, Great Lakes and Bainbridge.

Both male and female enlisted personnel may request assignment to this duty if they possess the following qualifications:

- Any rating.
- Pay grade E-7 preferred; however, if otherwise well qualified, personnel of any pay grade are acceptable.
- High school graduate.
- Minimum GCT score of 55.
- Experience in teaching in elementary or secondary schools, or in adult citizenship or opportunity courses is highly desirable.

• Demonstrated ability in dealing with problems of enlisted men, especially slow learners.

Requests should be submitted, via COs, directly to the Chief of Naval Personnel (Attn: Pers B-212c), using form NavPers-1247 (Rev. 7-49).

Further details will be found in BuPers Circ. Ltr. 212-51 (NDB, 15 Dec 1951).

• **REDUCED RAIL FARES** — Railroads have extended reduced fares for all military and naval personnel

Information School Can't Provide Reprints, Manuals

The Armed Forces Information School, Fort Slocum, N.Y., has been receiving requests for training aids, instruction manuals and other written material prepared for the school, including reprints of articles in the school periodical, *Army Information Digest*.

Limited funds and personnel make it impossible for the school to comply with these requests. Articles appearing in the *Digest*—unless otherwise indicated—may be reproduced locally, however, provided credit is given to the writer and the magazine. Back issues or reprints of the magazine will be furnished by the school, on request, so far as the present stock permits.

on liberty or leave—including cadets and midshipmen—until 30 June 1952, according to Alnav 2-52 (NDB, 15 Jan 1952).

Personnel must travel in uniform, traveling at their own expense, and have written authority for leave such as a pass or liberty card—not just an identification card.

Fares are on a general basis of two cents per mile and are not subject to federal transportation tax. Tickets are good in coaches only; stopover and baggage privileges are allowed.

• **FOR BEEF EATERS** — Beef is back again at naval shore activities in the continental U.S. Bluejackets ashore will eat "beef in quarters" when available, and when that is in short supply, "boneless beef" is authorized.

Ships afloat and outlying shore activities will continue to get beef as before, with no restrictions on boneless beef, except to conserve their supplies.

During the critical beef shortage last year, beef in quarters became scarce and continental activities were authorized to use boneless.

Beef in quarters is once again in supply, according to Alnav 127-51 (NDB, 15 Dec 1951), and that's generally what the shore-bound sailors will eat when beef's on the menu.

• **FORRESTAL FELLOWSHIP** — Applications for the second James V. Forrestal Fellowship in Naval History are now being accepted at the U.S. Naval Academy, Annapolis, Md. To be eligible, candidates must have demonstrated their ability in research and writing and have shown interest in naval and military history. They must be able to carry on their research on a *full-time* basis.

The fellowship — made possible through private gifts—is awarded for one year, subject to an extension with the approval of a selection committee. The primary aim of the fellowship is to foster the study of U.S. military seapower, past and present, especially in its relationship to national security and stability.

Closing date for receipt of applications by USNA is 15 Apr 1952. Application forms are available from the Superintendent of the Academy. Naval personnel are encouraged to bring this opportunity to the attention of qualified candidates.



PASS THIS COPY ALONG—Ten persons can get to the bottom of things when they read this issue of *All Hands*.

New Film Demonstrates Oxygen Breathing Gear

A new training film entitled *Damage Control, Oxygen Breathing Apparatus*, is now available from district training aids libraries. Training officers may requisition the 16-mm. film by catalog number MN6931.

The film, which runs for 20 minutes, is sponsored by the Bureau of Ships. It demonstrates the proper methods of using the various Navy types of oxygen breathing apparatus used by damage controlmen and fire fighters.

• **SUBMARINE TIME** — A change has been made in the time factors of submarine qualifications for Organized Submarine Reserve officers and enlisted men ordered to active duty. Full qualification in submarines is indicated by the designator (SS).

Holding the designator (SG)—the intermediate designator for Reservist submariners on the path leading to full qualification—is a prior requisite to those who come under the provisions of this change.

Officers and EMs may now count as part of their service credit toward qualification in Submarines (SS) one-half the time spent in an Organized Submarine Reserve unit — after having been designated a qualified (SG) and prior to being ordered to active duty.

In the case of officers, credit for such Organized Reserve time is limited to a maximum of six months. For EMs such time is limited to a maximum of three months.

The remaining service requirements and all other requirements for the (SS) designator must be completed in accordance with current provisions of the *BuPers Manual*.

BuPers Circ. Ltr 213-51 (NDB, 31 Dec 1951) which contains the above information also lists a reference to the submarine Reservist designators.

At the end of three months of satisfactory service in an operating submarine, a Reservist becomes eligible for the (SG) designator. This may be effected by recommendation to the Chief of Naval Personnel for approval in the case of officers and by commanding officers' approval for enlisted men.

• **OCS SCHOOL** — Mathematical requirements for entrance of unrestricted line candidates into the Naval Officer Candidate School at Newport, R.I., have been suspended.

Previous applicants who were considered not qualified because they lacked the basic mathematical and trigonometry educational requirements may now apply to the Office of Naval Officer Procurement to complete their processing for the Naval Officer Candidate School.

• **PREPARATORY SCHOOL** — USAFI texts and courses which are recommended for study by candidates preparing for assignment to the U.S. Naval Preparatory School are listed in BuPers Circ. Ltr. 14-52 (NDB, 31 Jan 1952). The courses are now available and may be obtained from information and education officers.

Candidates may elect either education manuals—designed for self-study or class use—or correspondence courses, providing lesson-grading services.

• **LEGGINGS** — Leggings are no longer issued as an individual article in an enlisted man's initial clothing outfit. This change, which became effective 1 Oct 1951, was announced in AINav 96 (NDB, 30 Sept 1951). Leggings are now an item of "organizational article clothing." Clothing with such a designation is government owned (as distinguished from personally owned clothing). It includes such items as foul weather clothing, web pistol belts and shore patrol brassards.

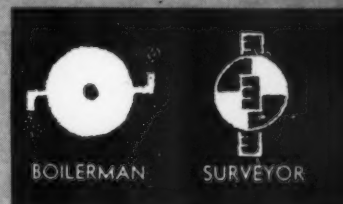
Leggings will continue to be worn at naval recruit training centers and other activities, however, but the wearer will leave them at the activity when he is detached.

• **NAVAL RESERVISTS** — Officer and enlisted members of the Naval Reserve on *inactive duty* should not write to the editor of *The Naval Reservist* when they change their address and want the addressing plate changed to their new address. Distribution of *The Naval Reservist* is handled by the naval district in which the member resides.

Members of the Reserve on active naval service *do not* receive individual copies of *The Naval Reservist*. However, five copies are forwarded each month to all ships and stations.

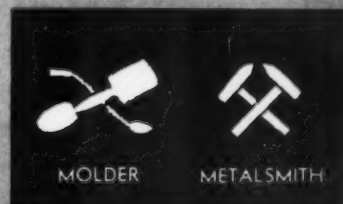
QUIZ AWEIGH

The objects pictured on many rating badge specialty marks are easily recognized, but some are not so readily identified. How many of the below items can you correctly name?



1. At the left (above) is a (a) Clinton boiler (b) Hero's boiler (c) evaporator.

2. At the right is a (a) leveling rod (b) theodolite (c) surveyor's compass.



3. Pictured at the left is a (a) bench rammer crossing a stove tool (b) bench lifter crossing a sprue cutter (c) sand mixer crossing a chaplet.

4. The tools at the right are (a) mallets (b) mauls (c) mattocks.



5. The symbol at the left is a (a) caesura (b) caduceus (c) spirula.

6. Suspended from the hook at the right is a (a) girder rail (b) box girder (c) I-beam.

ANSWERS TO QUIZ ON PAGE 53



Naval Aviation Scores in Korea

"NOW STAND BY to recover aircraft!" Sitting in the Sea of Japan, the huge carrier readied herself as the word came over the loudspeaker that her planes were returning after another "interdiction" mission over Korea.

Circling *uss Essex* (CV 9), flagship of the fast carrier Task Force 77, AD *Skyraiders* awaited their turn to enter the groove and were quickly waved in.

A few minutes later another group of planes, this time *Banshee* fighters, were taking off, heading for new targets somewhere in inland Korea.

On the average of every 18 minutes, on a round-the-clock, seven-day-week schedule, somewhere off the coast of Korea, naval aircraft depart from their home bases on interdiction sorties.

A total of 29,000 interdiction sorties were flown during the 12 months of 1951 by carrier-based

naval aircraft — *Panthers*, *Corsairs*, *Banshees* and *Skyraiders* — demonstrating the power and versatility of their floating mobile air bases.

What does *interdiction* mean?

Fundamentally it means the bombing of targets behind the enemy's lines, and it applies generally to lines of communications, railroads, supply and ammunition dumps, warehouses and similar targets. Interdiction is designed to deprive the enemy of supplies and transportation facilities.

But interdiction is but one of the corollary missions of naval aviation in Korea. Another is the lending of ground support to the foot soldiers. A third, actually the primary job of the Navy—and naval aviation—is the control of the seas.

Here are some facts which serve to point up the job naval aviation has been doing:

- One third of all the combat sorties flown by U.S. forces in Korea

have been flown by naval aviation (that is, the naval and marine air arms).

- In the last half of 1951 approximately 55 per cent of all close air support missions in Korea have been flown by naval aviation.

- Navy and Marine Corps aviators have destroyed to date more than 70,000 enemy troops. This figure on the number of enemy troops killed is from a tabulation of daily reports, and is founded on the testimony of aerial photography, ground observers' estimates, and the actual counts of enemy dead.

- Naval aviation during the first 18 months in Korea has dropped more than three-fourths the tonnage of all the bombs dropped by our naval air forces in the Pacific during all of World War II.

- Rocket fire by naval aviation against Korean targets is already greater than that fired against Pacific



ARMING THE PLANES, ordnance men chew unlit cigars as they push 1,000-lb. bomb (left), load 20mm shells (right).

targets by the Navy and Marines during the entire period of World War II.

• Carrier-based pilots covering the eastern section of Korea in the year 1951 have accounted for 2,621 separate rail cuts, and the destruction of 2,436 items of rolling stock. They have destroyed 2,370 enemy vehicles and have shot up some 1,650 more. More than 564 road and rail bridges were demolished and an additional 1,312 were badly damaged. This is only part of the story of the destruction wrought by our naval forces for it applies to carrier-based aircraft only, in the eastern sector. Combined surface and naval air forces in the eastern half of Korea accounted for the following, in the destroyed or damaged columns: 2,379 bridges, 4,519 vehicles, 7,028 items of rolling stock, and 4,674 separate rail cuts.

While the naval forces are also assigned to patrol and blockade duty on the west coast of Korea, the interdiction missions in that section are assigned to the Air Force.

Coordination and cooperation between the Navy and Marine air arms and the U.S. Air Force has been impressive, says VADM T. L. Sprague, usn, who recently made a tour of the Korean theater. He praised the "harmony and spirit of teamwork that exist in the case of our U.S. aviation activities. They are all working together most effectively. There is a general agreement and mutual understanding on all problems."

For example, Navy fighters flying from carriers have afforded fighter



TESTING ITS GUNS before heading inland to its target for the day, an F9F from USS Boxer (CV21) emits white puffs of smoke against the dark sea.



DIRECT HIT plasters an enemy supply train moving down from North Korea and adds one more hole in the right-of-way for the Communists to patch up.



AFTER A MISSION pilots from USS *Antietam* (CV36) undergo de-briefing. Right: EM checks aerial photos of strike.

protection for B-29s attacking enemy targets which were too distant from airfields to use land-based fighters.

Evidence of this Air Force-Navy coordination was in the bombing attacks against Rashin, in northeastern Korea. The margin of safety was too slim for use of land-based fighter aircraft to lend cover support to the big bombers. Carrier planes were then dispatched from their floating airbase on the Japan Sea and accompanied the B-29s to their target and back out of the danger zone.

Interdiction duty in the eastern half of North Korea, which has been assigned to ComNavFE, covers an area northward from the present battle line to the Manchurian border, a stretch of some 300 miles contain-

ing more than half of the trackage in North Korea, about 1,140 miles, plus about 2,000 miles of highway running roughly parallel to the rail lines.

Fast carrier Task Force 77 has shouldered the major share of the interdiction duty, cruising up and down the Sea of Japan, ready to make surprise attacks along any coastal or inland point.

Rail traffic has been slowed down to such an extent that the Reds have been forced to use secondary means of transportation—trucks over bomb-cratered roads and slow-moving ox-carts. Whole populations of cities and villages, including women and children, are conscripted by the enemy as human pack animals to carry all they can in one-night treks.

What about losses by our naval air forces? The official statistics, released by the Navy as of 31 Dec 1951, state that in 18 months of fighting the total number of naval aircraft losses from all causes in the Korean conflict was 656. Of this number slightly more than two-fifths, or 281 aircraft losses, were due to enemy action (these losses being divided equally between Navy and Marine aircraft). Practically every one of these losses was due to enemy ground action.

During approximately this same period (18 months' fighting) Navy and Marine Corps aircraft have destroyed in air-to-air combat and on the ground 84 enemy aircraft (13 in air combat, 71 on the ground).



SNOW STORM slows operations. Essex crewmen (left) clear ship's flight deck. Sailor (right) looks into the blizzard.



Hawaiian Highlights

HAWAII, land of volcanoes, makes an interesting day's visit for the sightseeing Navyman. This triangular-shaped isle, take note, is not to be confused with Oahu, farther north, where the familiar Pearl Harbor and Honolulu are located.

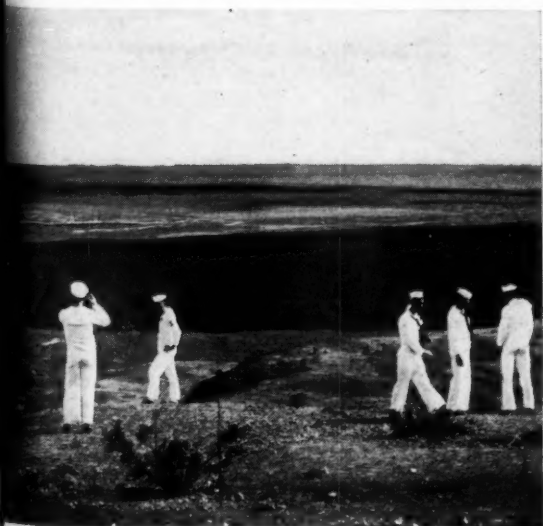
In Hawaii, the visitor will find a land of contrasts. Huge volcanoes such as Mauna Loa and Kilauea lie like great sleeping dragons along the island's spine.

Close by the volcanoes and ac-

companying expanses of hardened lava, sight-seeing sailors will come across luxuriant forests of tropical trees and shrubs and cultivated gardens of orchids and gardenias, flowers which thrive in the hot, wet climate of Hawaii.

In the main city of Hilo, a souvenir-hunting Navyman can find enough "aloha" shirts to keep him forever reminded of Hawaii, isle of volcanoes and flowers.—A. S. Gibbons, JO3, USNR, with photos by B. E. Rodby, AF2, USN.

COLORFUL BARGAIN is picked up by a Navy visitor (top left). Top right: Sailors and their guide enter a tunnel in lava formation. Center: A native miss performs for the Fleet. Lower right: Back to their ship on a tug, go men of USS Valley Forge. Lower left: Navy men peer into Kilauea crater.





ACROSS A STORMY SEA lifeboat returns to Greely (foreground) from stricken ship with sodden survivors (below).

U.S. Navy Lends a Hand During Sea Saga



Already a part of naval and marine history—along with other deeds of derring-do—are the heroic efforts of Henrik Kurt Carlsen, captain of the merchant vessel Flying Enterprise. Following is an account of the U.S. Navy's supporting role in the saga of Carlsen and the Enterprise:

AMILITARY SEA TRANSPORTATION SERVICE vessel played an important part in the rescue of the crew of the ill-fated *Flying Enterprise*. Later, two U.S. Navy destroyers took turns standing by, ready to lend assistance while efforts were made to tow the stricken *Enterprise* to safety.

Some 300 miles off the English coast, *Enterprise* had encountered a severe hurricane. Cracks appeared in the ship's hull and water began to pour into the vessel.

USNS General A. W. Greely (T-

AP141), a civilian-manned vessel assigned to the Navy's MSTs, was the first ship to hear *Enterprise's* "urgency" call which soon turned into an SOS. *Greely* effected the rescue of two-thirds of the merchantman's crew. The destroyers, *uss John W. Weeks* (DD 701) and *uss Willard Keith* (DD 775), stood by in readiness and maintained a radar guard to prevent other ships from running afoul of the convoy.

When *Greely* reached *Enterprise* on 29 December, the stricken ship was lying on her port side, listing from 60 to 70 degrees and wallowing about helplessly in the trough. Her port side weather decks and cabin decks were awash and with a heavy roll to port. It appeared as if her crosstrees would almost touch the water.

As soon as *Greely*, the civilian-manned MSTs vessel, arrived on the scene, she began pumping fuel oil over the side in an effort to calm the sea. A motor lifeboat was launched and picked up four survivors. Unable to reach *Greely* because of motor trouble, the boat pulled alongside *Southland*—staving a hole in the lifeboat's bow in the process.

Greely launched a second boat which picked up more survivors and transferred them to *Greely*. By this time—two more ships—the Norwegian tanker, *ss Westfal Larsen* and the German ship, *ss Arion*—had arrived at the scene.

The *Greely* lifeboat started its second trip. *Westfal Larsen* tried to launch another rescue boat but the boat capsized soon after it cleared the tanker.

Meanwhile, *Greely's* boat took a position to leeward of *Enterprise* and signaled the men on board to jump. All but two men and the captain jumped from aft. The boat rescued 10 men. One man floated to *Westfal Larsen* which took him on board.

On the third trip, the remaining survivors were picked up by the *Greely* rescue boat. The rescuers were told the captain refused to leave his ship. In little more than five hours after the first boat left *Greely*, the last 16 survivors were taken on board the MSTs vessel with no accidents in transfer.

Recovering its first boat crew from *Southland*, *Greely* continued to stand by, keeping a close watch on *Enterprise* and continuing in communication with Captain Carlsen until relieved by *USNS Golden Eagle* on 1



READY TO FIRE gun line, crewmen of *John W. Weeks* show how they got supplies to Carlsen. Powder case (left) carried much-needed food and hot coffee.

January. *Golden Eagle*, another MSTs vessel, was later relieved by Navy destroyer *Weeks*.

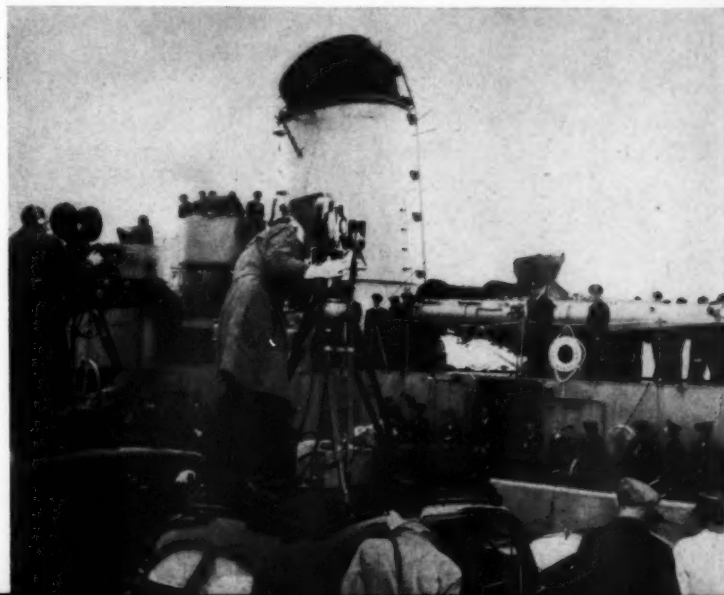
Weeks arrived on 2 January. It maintained a radar guard to warn off vessels which might cross the convoy's course.

Soon the British tug, *Turmoil*, appeared and the long struggle to tow *Enterprise* to shore began. The second Navy destroyer, *Keith*, arrived on the scene at 0800 on 5 January, ready to relieve *Weeks*. *Keith* main-

tained a close watch, relaying information concerning the rescue of the vessel and continuing to fulfill the Navy's primary mission—that of protecting U.S. lives and shipping on the high seas.

On 10 January, *Enterprise* went down, shortly after Captain Carlsen and the first mate of the tug, *Turmoil*, were taken off the 6,710-ton vessel. Thus ended another chapter of maritime history.—Kenneth Barnsdale, JO1, USN.

BACK AT PLYMOUTH after being relieved by *USS Willard Keith*, *Weeks* finds herself front-page news as cameramen swarm over pier to get pictures.



Rugged Reserves



INFANTRYMAN moves in to take his position in the line as fighting Leathernecks engage the enemy on a Korean slope.

HUNDREDS of Marine replacements lined the rail of the APA as the transport gently nosed her way alongside the pier at Pusan. The line handlers moved too slowly to satisfy one of the vessel's passengers.

"C'mon, c'mon," he barked impatiently. "Let's get off this bucket. The sooner we finish this job, the sooner we get home."

Chances are, the impatient Marine was a Reservist who knew he had an unpleasant but necessary job to do. He wanted to finish it so he could return to the pleasanter process of everyday living somewhere in the States.

As every Navyman knows, in addition to performing their assigned duties as a part of the naval establishment, the Marines have been doing their full share, if not more, in the Korean conflict. The roster of battle actions in which they have participated sounds like an itinerary of the entire campaign. The list

starts with the Pusan perimeter, runs through Inchon-Seoul, Wonsan, the Chosin Reservoir, the Hungnam evacuation, the Central Front, and is not yet concluded.

During their first year in Korea, Marine airmen flew more than 34,000 sorties loaded with bombs, rockets and napalm. The distance flown during these sorties would carry a pilot around the globe almost 760 times.

However, not every Navy man knows that a large proportion—nearly half—of these hard-fighting Marines in Korea are Marine Corps Reservists, both ground and air.

It's difficult to point to any unit as a Reserve outfit. Regulars and Reservists on active duty have been in-

tegrated throughout the entire organization since the earliest days of the Korean conflict.

It's true that the first Marine elements ordered to the Far East early in July 1950 consisted of approximately 6,000 Regulars. But by 11 September, just 43 days after the first directive had been issued to Marine Reserve units, *all* of the Marine Corps' Organized ground Reserve and a large portion of the air Reserve had been mobilized. Many Volunteer Reservists requested active duty; ultimately 60 per cent of this category of Reservists were on active duty.

As a result, when the First Marine Division, as a part of the Tenth Corps, assisted in the Inchon-Seoul landing later in September, the division totalled 23,000 men, a large part of which were Marine Reservists. Although Regular Marines were transferred from every possible source to bring the First Division to

Marine Reservists, Summoned To the Colors, Play Vital Role in Korean War Action

war strength within the necessary time limit, it had been necessary to utilize Marine Reserve personnel to fill the gaps. Termed one of the most technically difficult amphibious operations in modern history, the Inchon-Seoul operation could not have succeeded but for the mobilization of the Marine Corps Reserve. Since that time, Reserves and Regulars have fought side by side in Korea, served on active duty elsewhere.

On the first anniversary of their landing in Korea somewhere in the neighborhood of 13,000 casualties had befallen the Marines, far exceeding the number suffered during the entire Solomon Islands' campaign.

Today, approximately 29 per cent of the Marine Corps' total strength of personnel on active duty is made up of Reservists. Before the release program was initiated, nearly half of the personnel on active duty were Reservists. In Marine combat units in the Far East, 55 per cent of the officers and 27 per cent of enlisted personnel are Reservists who were ordered to active military service as a result of the Korean conflict.

Women Reserves have played, and continue to play, an important part in the Marine Corps Reserve.

When the male Marine Reserve units were ordered to active duty shortly after the outbreak of hostilities in Korea, the Women Reserves who were serving in the 13 Organized Women Reserve platoons throughout the United States were also called. These platoons were attached to the parent male Organized Reserve units.

In addition to the Organized Reserve platoons, women also served in the Volunteer Reserve. Although the Volunteers were not called involuntarily, many of them requested active duty when they saw their sister Marines in the Organized Reserve platoon called to the colors.

One woman gave up her job in Alaska and another came all the way from India to go on active duty as Marines.

Although the majority of women called to active duty fill administrative billets, others served as photographers, cartographic draftsmen, control tower operators, construction surveyors, radio repair technicians and recruiters.

Women officers for the Reserves are now chosen from college students and graduates, enlisted women of



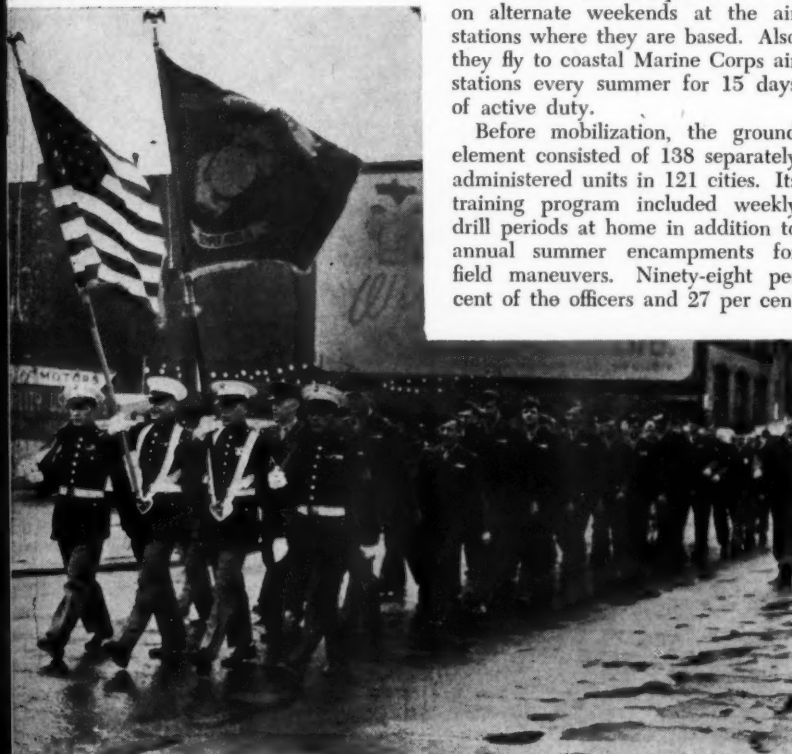
SCENES LIKE THIS were common as the entire Marine Organized Ground Reserve was ordered into service within weeks after outbreak of war in Korea.



REPLACEMENTS arrive by LST for those who fought from Pusan to Hungnam and back again. No 1st Division men had to spend a second winter in Korea.



KOREAN VETERAN, back for more, signs up for another hitch at Cumberland, Md., as his CO lends a hand.



JOHNNY COMES MARCHING HOME at Duluth, Minn., as 61 men of B Company, 4th Infantry Battalion, swing down main street on return from Korea.

the Regular Marine Corps and the Marine Corps Reserves.

In major cities throughout the nation, Organized Women Reserve platoons are again being formed. Once more a competent force is being readied which will be on call to serve, wherever and whenever necessary.

Before its depletion by orders to active duty, the Marine Corps Reserve consisted of a small number of Fleet Reservists, approximately 40,000 officers and enlisted personnel in the Organized Reserve, more than 85,000 officers and enlisted personnel in the Volunteer Reserve.

As with the Naval Reserve, officers and enlisted personnel are required to earn a minimum number of retirement points each year as set forth in Public Law 810. The training program schedule also is similar to that of the Naval Reserve.

Before being ordered to active duty, the aviation component of the Organized Reserve consisted of 30 fighter squadrons and 12 ground control intercept squadrons located at 25 naval air stations located throughout the United States. Members of the aviation squadrons train on alternate weekends at the air stations where they are based. Also they fly to coastal Marine Corps air stations every summer for 15 days of active duty.

Before mobilization, the ground element consisted of 138 separately administered units in 121 cities. Its training program included weekly drill periods at home in addition to annual summer encampments for field maneuvers. Ninety-eight per cent of the officers and 27 per cent



PILOTS too were called to fly the Corsair

of the enlisted personnel were veterans.

The Volunteer Reserve consisted of Reservists who are not members of the Organized Reserve. Included within their makeup are ground and aviation, general duty and specialist officers and enlisted personnel, and men and women officer trainees. Male officer candidates are members of the Platoon Leaders Class, an officer procurement program conducted in accredited colleges and universities of the United States. Women candidates are members of the Women Marine Officers Training Class.

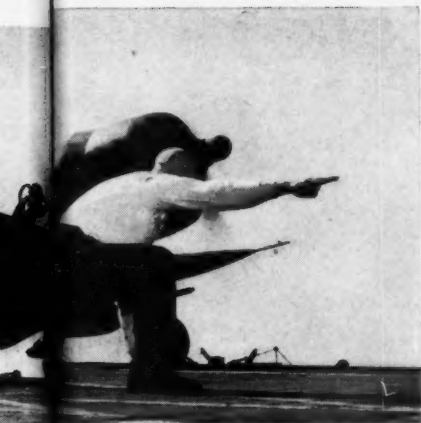
At present, ground units are being reactivated and aviation units built up to strength.

Planned strength of the Organized Marine Corps Reserve (ground) is only slightly larger than that prior to mobilization. However, the composition by type is considerably different. Principal changes are the inclusion of service type units.

Aviation Organized squadrons are being built up to the same complement that existed before the Korean conflict.

Training for the Organized Reserve will follow the pattern used prior to mobilization. Both ground and aviation units will conduct 48 paid drills annually and will attend two weeks' annual field training or annual maneuvers. In addition, selected personnel may be assigned to service schools.

Meanwhile, enlisted Reservists on extended active duty may, if they wish, make the switch from Reserve to Regular under the Marine Corps' current "integration" program. A



am Navy carriers like USS Rendova.

similar program for the integration of a limited number of officers has also been approved.

What about the Marine Corps Reservists now getting out? What do they think about the short notice they received? Will they stay active in the Reserve?

Perhaps Sergeants Alice Schmidt and Paul Schmidt can help answer these questions.

Both served with the Corps during World War II; both joined the 9th infantry Battalion, USMC, Chicago, Ill.; and both were called back to active duty the same day. They have again assumed the title of Mr. and Mrs. upon being released from active duty. And—each plans to be a member of the Marine Corps Reserve organization for a long time to come.

How about other Reservists? This is what they have to say:



TWO OF A KIND—Sergeants Alice and Paul Schmidt, who were called to duty on same day, fondle discharges before again assuming role of Mr. and Mrs.

"I served in World War II and I just returned from Korea where I was among the first Reserves to join the First Marine Division. I was a casualty twice, but when the time comes for me to reenlist in the Reserves, there'll be no hesitation. The slogan, 'Once a Marine, always a Marine,' still holds good for me, even though, of course, I'm not Regular, only Reserve."—Sgt. J. P. White.

"The way I look at it is this—in a short time I'll be released. The Corps

has found no further need for me and I am happy that I was ready and able to be of service in a time of need. With the help of God, I'll be ready and able should the call come again."—Sgt. H. P. McCabe.

"Myself and all the other guys that get out will probably join the Reserves."—Cpl. G. Arabian.

The general comments might be summed up something like this:

"Reenlist? Sure, why not? Think you're talking to children?"



RIGID TRAINING means preparedness. Left: Reserves learn their M-1. Right: On maneuvers, mortarmen 'sight in'.



'... STRIKING FORCES formed around the aircraft carrier give the U. S. Navy great retaliatory strength'—SecNav.

How You and Your Ship Fit into the Navy

DO YOU KNOW how you and your ship fit into the whole Navy setup?

You may have seen the General Order called "Organization of the Operating Forces of the United States Navy." This order, itself, is rather formal and factual in scope, but behind it is the masterpiece of planning and coordination that is known as the operating forces of the Navy. That is Uncle Sam's sea-going

enforcer, his world-wide persuader.

Let's say you're serving in a heavy cruiser operating in the Pacific. You know that she and three or four of her sister ships form a cruiser division. And that together with all the other cruisers and battleships of the Pacific they form a sizable section of the Navy called Battleships and Cruisers, Pacific.

Then take the other "sizable sections" working in your area of

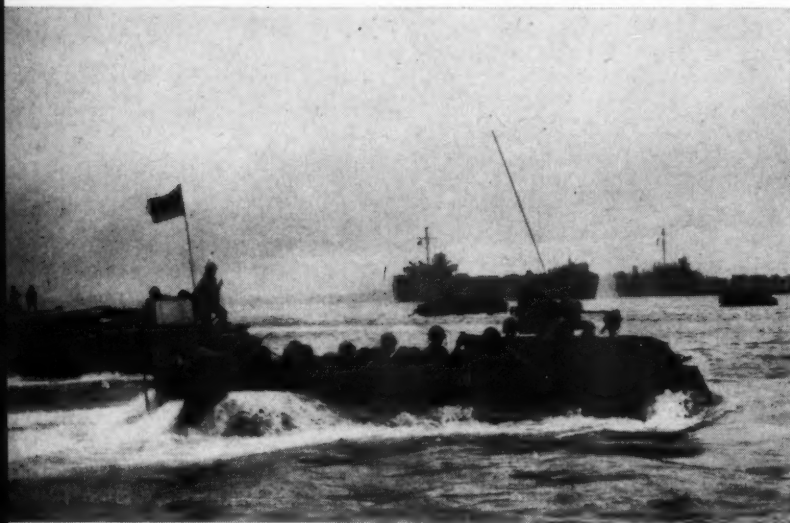
the globe—sections such as Destroyers, Pacific; Minecraft, Pacific; Air Force, Pacific; Submarines, Pacific; and Amphibious Force, Pacific—and you've got the *Pacific Fleet*.

But just as your cruiser is only one part of her division, the *Pacific Fleet* is only one part of the Operating Forces of the Navy. It has its counterpart in the *Atlantic Fleet*, which is similarly organized. These are just two of the components in the vast organization which is made up of more than a dozen components.

In over-all command of the Operating Forces is a naval officer who in one way has a disadvantage held by no one else in the Navy. He can go no higher in the Navy—while you can. He can't go higher for the simple reason that he's already at the top. His title is Chief of Naval Operations.

The *Pacific Fleet* is composed not only of ships and planes, but it also includes the outlying bases necessary for their support. In addition, it includes all the personnel, officer and enlisted alike, who man the ships, planes and bases. This holds true for other components of the Operating Forces as well.

These other components are important to you in a number of ways. First, you might very well be transferred to one of them on an instant's notice. Second, your ship might be



FLEET MARINE FORCE has the rugged job of hitting the beach. Here the First Marine Amtrac Division heads for Wolmi Island during the invasion at Inchon.

assigned to certain of them should the course of events take it to a different section of the globe. Third, the services performed by certain of these components have vital influence on the performance of your ship. In the fourth place, these other components are important to you—and to your nation—because all together they form a great fighting team.

Similar to and using the vessels of the Atlantic and Pacific Fleets are two naval units which are more compact fighting units and are geographically more far-flung. These are *Naval Forces, Eastern Atlantic and Mediterranean* and *Naval Forces, Far East*. At times not much larger than a task force, these forces are always at peak fighting efficiency.

Two other components of the Operating Forces are the Reserve Fleets. Nicknamed "mothball fleets," there is one for each ocean of our two-ocean Navy. The ships assigned to the *Atlantic Reserve Fleet* and the *Pacific Reserve Fleet* furnish a great reservoir of ships ready to be put back into active service in the event of mobilization.

Prompted by the Korean outbreak, large numbers of the ships in the two Reserve Fleets were "demothballed," recommissioned and now are units of our sea-going Navy. Also, from the Reserve Fleets come the fighting ships furnished to friend-

ly foreign nations under the Military Defense Assistance Program.

Another component of the Operating Forces is the *Sea Frontier Forces*. This organization is made up of the forces of the Eastern, Western, Caribbean, Hawaiian and Alaskan Sea Frontier Forces. The numbers of men and ships and the amount of equipment assigned to the various Sea Frontiers are greatly increased during wartime to meet their vital patrol functions.

If you should find yourself serving in a patrol craft during wartime, chances are that you'd be serving in a sea frontier force rather than in one of the fleets or "far-flung" forces. During peacetime the sea frontier forces handle air-sea rescue functions and many inter-naval district logistic activities.

Youngest but one of the largest of the components of the Operating Forces is the *Military Sea Transport Service*. This organization came into being late in 1949 when the Naval Transportation Service combined with the water transportation division of the Army Transportation Corps.

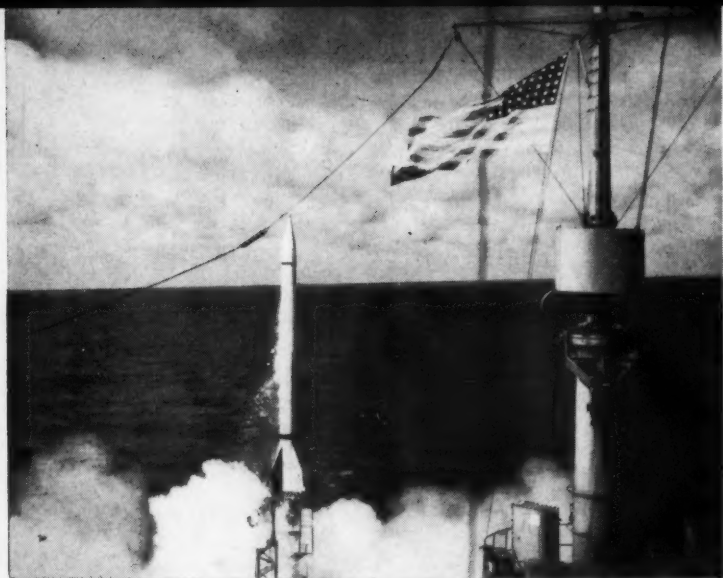
It's probable that a tanker of this organization carried the fuel oil from the states to the pier where your ship did her last port-side fueling. Ships of MSTs carry equipment, fuel, personnel and provisions for all the armed forces. These last two items are especially important to



MSTS SHIPS like USNS Gen. M. B. Stewart (TAP 140) above, haul fuel, men and provisions to U. S. military units scattered all over the world.



RESERVE FLEET ships like these vessels huddled at Green Cove Springs, Fla., are also a part of the Operating Forces.



SPECIAL DUTY ships like USS Norton Sound (AV 11), here launching a Viking rocket during a test, perform unique and important missions for the Fleet.

you because one of the passengers might be your relief and some of the provisions might be your next meal.

A component of the Operating Forces that provides preferred duty for men who favor smaller naval craft is the unit known as *Ships and craft assigned to naval districts and river commands*. These include such craft as harbor tugs, garbage and ammunition lighters, fuel oil and gasoline barges and a wide variety of other type craft, plus vessels for training members of the Naval Reserve.

The *Fleet Marine Forces* also form a component of the Operating Forces. Many people mistakenly believe that only the Marine detachments stationed on board the larger combatant ships are members of the FMF. The fact is that the thousands of marines belonging to the 1st and 2nd Marine Divisions and the Marine Airwings are also members of the FMF. Ask a marine about this subject and he'll probably reply something to the effect that all marines except those assigned to a camp or a post belong to the FMF.

Actually the *Fleet Marine Forces* are a unit of the Navy's fleets or forces, such as the Atlantic Fleet or Naval Forces, Far East. However, because of their specialized and integrated setup they are considered an individual operating force.

Rounding out the 13 different components of the Operating Forces of the Navy are the *Coast Guard* (when operating as a part of the

Navy), *Special duty ships and craft*, and *specialized units and other fleets and forces as required*.

The Coast Guard is now operating under its peacetime boss, the Treasury department. During both World Wars it operated as a part of the Navy—during World War II for more than four years.

Smallest of the existing components is the *Special duty ships* organization. This is admittedly a catch-all, encompassing such ships and units that don't fit snugly into one

of the previously mentioned organizations. An example of this would be one of the Navy ships on an Antarctic expedition.

Two wartime forces furnish an example of *Other fleets and forces as required*. Operating in a far corner of the Pacific was Allied Naval Forces, Southwest Pacific; operating in southern Atlantic waters was Naval Forces, South Atlantic.

Looking over the list of the various organizations that form the Operating Forces of the Navy, you might think they covered just about every section of the Navy. The Operating Forces, however, form only one side of a triangle. It is joined to two other sides, representing the Navy Department and the Shore Establishment. This triangle is the Navy, technically, the Naval Establishment.

The Navy Department is the central executive authority, located in Washington, D. C. It is formed of the various boards, offices and bureaus along with the Headquarters of the Marine Corps.

All activities of the Naval Establishment not a part of the Navy Department and not assigned to the Operating Forces belong to the Shore Establishment.

Both of these last two sections of the Naval Establishment, you may be pleased to know, exist for the purpose of supporting the side of the triangle you serve in—the Operating Forces.



YARD CRAFT — in this case a tug easing a lighter up to a wharf at the Naval Gun Factory — do a wide variety of odd jobs in and around the Navy's ports.

LETTERS TO THE EDITOR

Recruiting Duty for Waves

SIR: I know there is a long waiting list of male personnel desiring recruiting duty, but I would like to know if there is also a list of Wave personnel applying for this duty. Can commandants of naval districts order Wave personnel to the Navy Recruiting Service within the district or are these billets strictly BuPers assignments? Are there any special requirements for this duty?—M.G.H., PNL, USN.

• The assignment of personnel, male and female, to the Navy Recruiting Service is under cognizance of Chief of Naval Personnel.

Enlisted female personnel who qualify for rotation may submit a request for assignment to recruiting duty. Such requests will be submitted on the regular shore duty request form, NavPers 2416, and the forwarding endorsement by the CO must include all information desired by Art. C-5208, BuPers Manual. Enlisted Waves are assigned duty at each of the 43 main Navy Recruiting Stations.

The present waiting list is nearly exhausted and requests are desired from Wave personnel who are qualified for rotation in accordance with current regulations and who are considered desirable for assignment to independent duty.

Enlisted personnel will be carried on one eligibility list at a time. Personnel on other rotation or special assignment lists should, therefore, request removal of their name therefrom prior to or concurrently with submitting their request for recruiting duty.—Ed.

Service Numbers Not Reissued

SIR: Another sailor told me that he was issued the service number of a dead person. I doubt his story as I was taught that once a service number is issued to one person, that number is never reissued, even after the death of that person.—T. R. W., DK3, USN.

• Your grounds for doubt are well based. A service number is never re-assigned to a second person.

You might point out to your friend the exceedingly few times that service numbers between 100-00-00 and 199-99-99 are now seen on muster rolls or other records. In fact, only about 100 active duty enlisted men carry these low numbers. Old-time sailors were assigned those numbers and keep those numbers, even in death.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Age Limits for LDOs

SIR: What are the age limitations for limited duty officer applicants? Could you tell me why the age limitations were set up?—E.D.S., ADC, USN.

• For enlisted LDO applicants the age limitation is 35 years. For those now serving as temporary officers in the grade of ensign or above, the age limitation is 38 years. This is also the age limitation for LDO applicants who previously served in temporary grades above ensign.

These age limitations were established by the Secretary of the Navy to insure that an incompatible difference in age would not exist between the LDOs and other officers of the line or staff corps. Another reason behind these limitations was so that age limitations set by law for appointment of permanent warrant officers would not be exceeded by those for LDOs.—Ed.

What Abbreviations Mean

SIR: I have two questions which I'd like you to answer. (1) What do the abbreviations AP, APA, APC and such stand for in regards to Navy ships? (2) How many cruisers has the United States sold to South American countries.—W.I.E., SA, USNR.

• The abbreviations you list mean transports. Here is a break down:

AP—Transports
APA—Attack transports
APC—Small coastal transports
APD—High speed transports
ASSP—Submarine transports

The letters "AP" are used also in connection with barracks ships for personnel. An APB is a self-propelled barracks ship. An APL is a non-self-propelled barracks ship.

You may have seen the letters "T-AP" or "T-APA". The "T" means that the transport or attack transport is assigned to the Military Sea Transportation Service.

Under the Military Defense Assistance Program, six cruisers have been sold to South American countries. A pair each went to Argentina, Brazil and Chile.—Ed.

Requesting Duty in Japan

SIR: I am interested in being assigned duty with a Fleet activity in Japan. At present I am on a tour of shore duty at an east coast naval training station. My normal tour of duty expires this month.

How do I go about requesting duty in Japan? Is there a waiting list for such duty?—H.P.J., SK1, USN.

• You have a two-fold problem. First, you must obtain a Pacific Fleet assignment upon completion of your present tour. Second, you must qualify for, and request an assignment to, overseas duty in Japan.

Upon completion of your present tour of shore duty you will be reported to BuPers as available for transfer to sea duty. At any time thereafter, you will be assigned to sea duty in accordance with the needs of the service.

Your duty preference will be indicated on the Shore Duty Survey Report. BuPers Circ. Ltr. 36-50 (NDB, January-June 1950) gives full information on this report. Preferences are given consideration consistent with the needs of the service.

EMs are assigned to overseas duty in Japan from among those personnel available in Pacific Fleet units by ComServPac. ComServPac maintains a waiting list for this purpose. One of the requirements for this waiting list is a minimum of one year sea duty since last shore duty or overseas duty.—Ed.

Musterling Out Pay

SIR: According to the ALL HANDS article on mustering out pay—October 1951, page 53—I figured that when I am discharged I will be entitled to \$100 MOP. This is my second period of service with the Navy. When I was first discharged I received \$200. After my discharge I enlisted in the Reserves in May 1947. I returned to active duty in October 1950. Am I eligible for mustering out pay?—W.S.M., TN, USNR.

• To be eligible you must have served on active duty sometime between 7 Dec 1941 and 30 June 1947. Persons enlisting or reporting for active duty after 1 July 1947 are not eligible for MOP. Since you returned to active duty in October 1950, although enlisting in Reserve status in May 1947, you are not eligible for MOP. BuSandA Manual, paragraph 54165-4, item 13, prohibits payment of MOP to "members entering active service on or after 1 July 1947".—Ed.

Your Personnel Office Has the Answers to Your Questions

Have you tried the personnel office at your ship or station before sitting down to write a "letter to the editor"?

In about nine out of 10 cases, the personnel office will be able to answer your queries much faster, since it not only has your records, but the official rules and regulations. And your personnel office is closer to you than the ALL HANDS editorial office.

Questions on procedure, qualifications for special duty, requests for schools, detailing and transfers of enlisted personnel—all these can be answered usually at any shore-based activity and ship's office.

To cite another example, ALL HANDS receives large numbers of letters asking about service ribbon qualifications, battle stars for certain ships and units, citations, awards, etc. In your personnel office, on any ship or station, is a publication entitled *Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard* (NavPers 15790). This book can answer all questions of this nature, except the latest information covering the Korean war. Requests for determination as to individual eligibility for

campaign and service medals should be submitted by letter to the Chief of Naval Personnel.

If you can't get an answer by checking first with your personnel office because of the special circumstances of your query, ALL HANDS' staff will, of course, be glad to help on the tough ones. However, from 400 to 600 letters are received every month from ALL HANDS readers. Only 40 to 50 letters and answers can be printed, and these must be of service-wide interest.

In many cases your questions may be answered on the spot when you refer to *BuPers Manual*, or current directives such as *BuPers* circular letters, *Alnavs*, joint letters of Navy-MarCorps, etc., all of which are published in the Navy Department Bulletins (NDB). NDBs are issued on the fifteenth and the last day of each month. Every six months all NDBs of that period are published in a cumulative edition.

Finally, you can check your ship or station library in back issues of ALL HANDS. Many questions have already been answered.

Training for UDT Duty

SIR: I am interested in the Navy's underwater demolition training program and I am aware of the qualifications necessary for this type duty. However, I can not find information regarding the curriculum of the training program. What is the average number of personnel who qualify for UDT duty after finishing the training? What are the types of work accomplished in this line of duty and the hazards involved? Is there a certain period of obligated service required to take UDT training?

Will you refer me to additional sources of information about UDT activities to help me determine my naval career?—R. W. S., SN, USN.

• Commander Service Force Atlantic Fleet Notice 1510, 9 Nov 1951, announced scheduling of classes and procurement of personnel for underwater demolition team candidates, Class VIII.

Collar Devices on Shirt

SIR: I would like to know whether or not officers are allowed to remove the collar devices on the khaki shirt when wearing the green or khaki blouse.—E. A. Mc., LTJG, USN.

• Officers are not allowed to remove the collar devices from the khaki shirt when wearing the service dress, khaki uniform or the aviation winter working green uniform.—Ed.

It is suggested you obtain access to this notice (through your personnel office) for information. In addition, the following brief description outlines the subjects studied in the UDT training program:

• History and administration of UDTs.

• Demolition safety precautions, missions, types of explosives, detonating assemblies and various types of blasting and disposal.

• Various types of reconnaissance.

• Practical operations.

• Small boats seamanship.

• Physical activities including swimming, judo, military drill and other physical conditioning exercises.

• Visual communications and use of electronic equipment.

• New Developments for use by UDTs.

• Map reading.

For information about the type of work accomplished by UDTs, the number of personnel who qualify, and the hazards involved, you may refer to ALL HANDS, May 1950, p. 2, for the article "Demolition Demons," and to November 1947, p. 10, for the article "Warrior in Trunks."

Requirements, if any, for extension of military service while serving in UDT duty for enlisted men of the Atlantic Fleet are established by Commander Service Force, U. S. Atlantic Fleet, Administrative Headquarters, Bldg. 142, Naval Base, Norfolk 11, Va.—Ed.

John Doe vs. Doe, John

SIR: The Navy Correspondence Manual indicates that in correspondence you should arrange an enlisted man's name as John Charles DOE, 999 99 88, MM2, (31111-24), USN, but the *BuPers Manual* indicates that it should appear as DOE, John Charles, 999 99 88, MM2 (MM-4242-25), USN. Which is correct? In the heading designation "From" which should be used?—W.P.C., PNC, USN.

• Both are correct, dependent on how they are used.

DOE, John Charles, 999 99 88, MM2, (MM-), USN, will be used in the subject line and in an alphabetical listing in the body of a letter.

John Charles DOE, 999 99 88, MM2, (MM-), USN, will be used in business letters where there is no subject line.

John Charles DOE may be used in the body of any letter.

DOE, John Charles is used in the "from" line in official correspondence.

Future changes in the Navy Correspondence Manual are expected to expand instructions.—Ed.

Disability and Active Duty

SIR: Will you please answer two questions for me? (1) I was a disabled veteran with a service-connected disability of 10 per cent, in the inactive Reserve when I received orders to report for active duty. According to the *BuPers Manual*, Naval Reservists in receipt of pensions, disability allowances, etc., are not permitted to participate in Naval Reserve activities in a pay status. Would you please interpret this directive as it pertains to my case? (2) I was injured during a gunnery drill as our ship was entering one of the Philippine invasions. I received no treatment for the injury at the time, but after being discharged I was under treatment for the injury for one year at a VA hospital. A claim was established and the VA granted me a 10 per cent disability pension. The injury has been substantiated by witnesses at the scene of action to the satisfaction of the VA. Am I eligible for the Purple Heart Medal?—L.F., YN3, USNR.

• (1) The fact that you were receiving disability compensation does not of itself preclude your being ordered into active military service. However, it is necessary that you elect, at the time of reporting for active duty, whether you will receive the active duty pay of your rate or continue to receive the compensation allowed you. You may not receive both amounts.

(2) It is impossible to say, on the basis of your letter alone, whether or not you are eligible for the Purple Heart Medal.

Regulations for awarding this decoration state that the medal will be award-

ed to persons who, while heretofore or hereafter serving in any capacity with the Navy, Marine Corps or Coast Guard of the United States, are wounded in action against an enemy of the United States, or as a result of an act of such enemy, provided such wound necessitates treatment by a medical officer.

If injury meets the above requirements, application for the Purple Heart Medal should be addressed to the Chief of Naval Personnel, via the Bureau of Medicine and Surgery, giving full name, rating, date wounded, and any pertinent information you may have concerning treatment received. Upon receipt of your formal application, consideration will be given as to your eligibility for the Purple Heart.—Ed.

Command and Medical Officers

SIR: If all the ship's officers, except the medical officer, were killed in battle would he take command? Or would the senior petty officer take command?—H.D.T., CT1, USN.

• The answer to this poser it's necessary to go to Navy Regs.

A person in the naval service, even when on leave, may exercise authority when he is a senior officer (line or staff corps) at the scene of a riot or other emergency, or when placed on duty by such officer. That's what Art. 1316 (the Exercise of Authority article) has to say about the subject.

In the event of other circumstances not provided for in these regulations in which persons in the naval service are involved and the exercise of naval authority is necessary, the senior officer in the naval service at the scene assumes command. And if there should be no commissioned officer at the scene, the senior warrant, petty, or non-commissioned officer present should assume command. All this is indicated by Art. 1332.—Ed.

Foreign Language Training

SIR: Are there any Navy foreign language schools open to enlisted personnel?—G. O. E., SN, USN.

• In general, no foreign language instruction is available to enlisted personnel and no applications for this training are desired.

A limited number of spaces are reserved at the Naval Intelligence School, Washington, D. C., however, for the training in foreign languages of enlisted personnel who have been nominated for certain foreign service billets by the Chief of Naval Operations. The number of enlisted personnel who are trained under this program is small.

Selection of candidates is on an individual basis governed by the special requirements of the billet under consideration and the qualifications of the individual.—Ed.

FN to CN

SIR: I would like to have my rate changed from fireman (FN) to construction man (CN). My enlistment will soon expire. If I reenlist in the Regular Navy could I come in as a CN? If the answer to this question is "no," would you give me some information on getting my rating changed?—L.W.B., FN, USN.

• The answer to your reenlistment question is "no." USN reenlistments under continuous service conditions may be effected in only the rate held at time of latest discharge. If you are discharged as an FN, you will be reenlisted as an FN.

To become eligible for change in rate to CN, an FN must be graduated from a Construction Battalion school or be assigned to an organized Construction Battalion activity for in-service training. Article C-7213, BuPers Manual, and BuPers Circ. Ltr. 12-50 (NDB, January-June, 1950) contain full information on the subject of a change of rating.

Here's the pitch in a small package—request for transfer to an appropriate school or to a Seabee activity may be submitted to the appropriate administrative command via your CO. If you are assigned to a Seabee school, a change in rate to CN and assignment of appropriate rate symbol will be effected upon

Who Can Wear the PUC?

SIR: During World War II, I was serving aboard a destroyer that had been awarded the Presidential Unit Citation. Although not being a crew member at the time of the award, I was entitled to wear the PUC ribbon without the star. The ship was decommissioned in 1945. I would like to know if I am still entitled to wear that PUC without star.—K.H.S., RD2, USN.

• No, you are not entitled to wear the Presidential Unit Citation after leaving the ship. Section 20, paragraph 6(d)2 of Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard (NavPers 15,790) states, "Personnel attached to the cited unit but not present or participating in the basic action or actions and personnel who subsequently join the cited unit shall wear the citation ribbon without star and then only while attached to that unit."—Ed.

graduation from the course of instruction.

If you are assigned to a Seabee activity for duty, consult your new division officer or personnel officer in regard to procedures for requesting change in rate.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS General J. R. Brooke (AP 132): A reunion of all officers and enlisted men, and their wives, is planned for 2 or 3 May 1952, in San Francisco, Calif. Persons interested may contact George R. Bell, 249 Cambridge Ave., Berkeley, Calif.

• USS Barton (DD 722): All former crew members interested in a reunion to be held in the near future, with time and place to be decided may contact Adolph Koepel, 66 Court St., Brooklyn 2, N. Y.

• USS Concord (CL 10): Former members interested in a reunion, with time and place to be decided, may contact Philip A. Smith, 1336 E. Livingston Ave., Columbus 5, Ohio.

• USS Yorktown (CV 10): Personnel who served in USS Yorktown will hold their fifth annual reunion in New York City, 25 to 27 Apr 1952. All former shipmates of the aircraft carrier are urged to set aside those dates and obtain further information from the Yorktown Association, Inc., care of George Bernard, New Equip-

ment Digest, 60 East 42nd St., New York 17, N. Y.

• USS LST 315: All members interested in a reunion with date and place to be announced, (suggested date: 3 Feb 1953, the 10th anniversary of commissioning in Brooklyn, N. Y.) please contact L. B. Christian, care of Christian Printing Co., Durham, N. C.

• USS Housatonic (AO 35): The third annual reunion of the AO 35 Club will be held 1, 2, 3 Aug 1952. All officers and crew members are asked to write to W. C. Sink, 1012 S. Herrod Ave., High Point, N. C., for information regarding this club. Please give name, rank or rating, and full address.

• USS LCI 673: All members interested in a reunion to be held in the near future with time and place to be decided, contact John H. Norton, New Clampett Bldg., Fairfield, Conn.

• USS Pigeon (ASR 6) Asiatic Fleet: All shipmates interested in a reunion to be held in the fall of 1952 at the home of Captain R. E. Hawes, USN, in Thomson, Ga., may contact CHPCCLK K. A. Buchanan, USN, SubGroupOne, LantRes-Flt, Green Cove Springs, Fla.

Oak Leaves and Acorns

SIR: I have been asked many times about the background and significance of the Dental Corps insignia. Upon a superficial investigation of *Uniform Regulations*, I note that almost all the staff corps insignia are composed of oak leaves and acorns. I would like to know why these symbols are used and why they are so arranged.—W.J.J., LTJG, DC, USN.

• Since the days of wooden-hulled vessels, the oak has been considered by navies of the world as one of the most durable of shipbuilding timbers.

It is natural, then, that the "sturdy oak" should be used by seafaring men as a symbol of the character and physique necessary in their profession. It is natural, also, that it should become symbolic of heroism in a decoration.

In the early usages, the oak leaf was adopted as being symbolical of the tree itself. The acorns represented the seed of sturdiness which was imparted by officers or leaders to their crew members. The oak leaf, coupled with acorns, became a decoration of seafaring men engaged in the hazardous task of defending their country and protecting their merchant marine.

The use of the oak leaf in the U.S. Navy dates from about 1830 when this symbol was embroidered in gold to designate rank or corps.

The Medical Corps leaf itself was established about 1862. In 1912 when the Dental Corps was established and dental officers became a separate corps in the Medical Department of the Navy, appropriate insignia were developed to differentiate them from medical officers. At present there are four corps in the Medical Department of the Navy. They are distinguished as follows:

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, All Hands), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• Patrol Squadron 861, NAS Jacksonville, Fla., is producing a 120-page souvenir book covering the history of the unit, its personnel, travels and activity. The book, entitled "The Cruise" began distribution 1 Feb 1952. Copies may be purchased for \$3.95, postpaid. Orders with remittance should be addressed to Commanding Officer, Patrol Squadron 861, Navy 214, Fleet Post Office, New York, N. Y.

• USS Oriskany (CV 34)—The Mediterranean cruise from 15 May to 4 Oct 1951 is covered in a large cloth-bound 172-page volume. The souvenir book may be ordered direct from the printers. Orders should be addressed to Albert Love Enterprises, 1090 Capitol Ave., Atlanta, Ga.

• Medical Corps—leaf with acorn superimposed.

• Dental Corps—leaf with two acorns attached.

• Medical Service Corps—leaf with twig.

• Nurses—plain leaf.

The shape of the leaf is the same in each case.

Incidentally, oak leaf "clusters" are awarded by the Army and Air Force in lieu of additional medals, whereas the Navy and Marine Corps use gold stars.—Ed.

Wants LTA Duty

SIR: What are the physical requirements for enlisted personnel to obtain lighter-than-air craft duty? Is the rating of teleman or teleman striker used in this type of duty?—F.F., TESN, USN.

• At the present time there are no billets for the TE rating in the airship organization. However, billets do exist for the TE rating at naval air stations supporting airship activities.

Candidates for training at the U.S. Naval School, Airship (non-pilot), Class "C", must meet the physical requirements as set forth in the Manual of the Medical Department. Personnel serving in billets supporting airship activities and not trained as airship specialists are required to meet only the physical requirements for entry into the Navy.—Ed.

Reserve PT Squadrons

SIR: Are there any operating PT squadrons which a Reservist may join after being released from active duty?—L. A. D., TN, USN.

• There are no special motor torpedo boat units in the Naval Reserve. Rate training and practical work at sea and in small boats, however, are offered to Reservists who qualify for Organized Reserve status.

This training goes on at the country's 315 Naval Reserve Training Centers, many of which include both Organized Surface and Submarine divisions. There are also numerous Volunteer Reserve drilling units which provide training opportunities on a volunteer non-pay basis (primarily on a lecture and classroom basis).

Information on Reserve units nearest your home town may be obtained by writing your district commandant.—Ed

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Naval Courtesy—Ashore and Afloat

WHAT SETS OFF the military man or woman from the non-military? The uniform? Yes, to a degree—but the true military man is set off to an equal degree by his observance of the courtesies of the service.

The Navyman who knows his naval courtesy not only makes a good appearance; he knows the satisfaction of feeling self-assured in ceremonies that range from daily practices to events of national importance.

Your knowledge of naval courtesy can do a lot for you. In addition to building up your self-confidence, and avoiding embarrassing situations in your everyday life, it marks you as a person with self-respect, plus the respect of the people about you, whether they be military or civilian.

Naval courtesy takes many forms. It encompasses rules of etiquette, matters of custom, compulsory procedures during honors—and practices that combine all three. Naval courtesy is at work when you stand while talking to a senior or when you open a door for a woman—you'd do the same in civil life. Naval courtesy is also at work when a ship's band plays the national anthem of foreign men-of-war that might be present or when men in ranks stand at attention and their leader renders a salute.

In the following pages ALL HANDS presents a summary of the rules of naval courtesy that are considered proper in the Navy of today. The last such roundup was contained in

the July 1949 issue. In some cases practices differing from those in the 1949 summary have taken effect. For instance, the "salute to the quarter-deck" is no longer rendered nor is the "salute to the ensign" rendered between evening and morning colors.

Some of the practices listed here are not found in any publication, official or unofficial. They are part of the Navy's "unwritten" traditions and customs. In many cases, these practices represent opinions of Navy Department officials or they are merely adaptations of practices followed in polite society. Certain portions follow closely *Navy Regs*, the *Landing Party Manual*, the *Bluejacket's Manual* or "The Flag Code" (Public Law 829).

What lies behind these courtesies? Why do these naval courtesies exist? Naval courtesy means discipline and uniformity. With it, a group of men and women are "Navy people"; without it, they would be just another group of people.

Naval courtesy provides an outlet for displaying respect or regard for a senior, the national anthem, the national ensign—or an honored tradition. In naval courtesy there is no implication of servility or humbleness. *Navy Regs* points this up when it says, "The hand salute is the long-established form of greeting and recognition exchanged between persons in the armed services."

Many of the courtesies go back a long way. Take saluting. It goes back so far that no one is sure just where it started. One theory is that it goes back to the early 1500s and central Italy, when the Borgias and their playmates were doing one another in with poisons, daggers and other "under-handed" ways. So a Roman, when among friends, would lift his hand and open the palm to show he was hiding nothing and all could rest easy. Another school holds that saluting began with the knights of old. It was customary then for armed Knights to raise their visors. This gave other knights a look at their faces and provided recognition. From there, the gesture evolved into one of touching the cap peak.

SALUTING

• What individuals are naval personnel required to salute?

Naval personnel are required to render a salute to officers (including warrant officers) of the Navy, Army, Air Force, Marine Corps, Coast Guard and to foreign military and naval officers whose governments are formally recognized by the Government of the U.S. Reserve officers of the armed services and the National Guard are rendered a salute when in uniform.

• Do officers of the Coast and Geodetic Survey and Public Health Service receive a salute?

Public Health and Coast and Geodetic Survey officers, when serving with the armed forces of the U.S., should be saluted by naval personnel.

• In addition to the use of the salute as a means of recognition and respect between military and naval personnel, under what other conditions is the salute given?

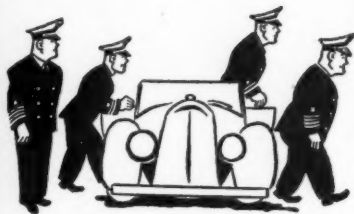
Salutes are rendered the national anthem and the national ensign. The special circumstances and conditions for saluting and other courtesies are:

• What are the different kinds of salutes?

There are five types of salutes rendered by naval personnel. They are: *hand*; *rifle* (at order arms); *rifle* (at right shoulder arms); *rifle* (at present arms) and "eyes right." "Eyes right" is a form of salute for men in ranks. It is executed only upon command. Ships "salute" each other in passing honors, etc.



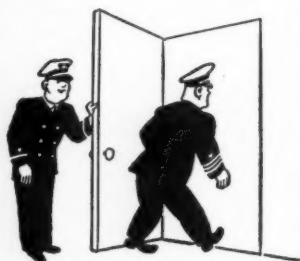
ETIQUETTE ASHORE



ENTER AND LEAVE CAR IN SAME ORDER
AS BOAT (JUNIOR FIRST IN, LAST OUT)



REMOVE CAP ON
ENTERING AN OFFICE OR ROOM



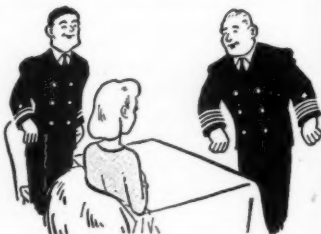
JUNIOR OPENS DOORS FOR
SENIOR AND FOLLOWS HIM



INTRODUCE OFFICERS TO CIVILIANS
BY THEIR MILITARY TITLE



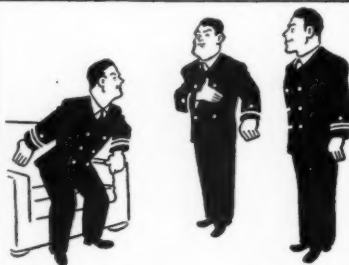
IT IS COURTEOUS TO ASK
PERMISSION OF SENIORS AND
OF LADIES BEFORE SMOKING



IF SENIOR STOPS AT YOUR TABLE
REMAIN STANDING UNLESS HE
INDICATES OTHERWISE



INTRODUCE JUNIORS TO SENIORS,
MEN TO LADIES YOUNG TO OLD



RISE TO ACKNOWLEDGE
INTRODUCTION

Salutes To The National Anthem

A discovery made by most service personnel long before they put on their first uniform is that at a ceremony where the "Star Spangled Banner" is being played, the eyes of the crowd are on the person in uniform. In such cases it is exceedingly important to conduct yourself in the proper manner. It looks well when all the naval personnel in a crowd of people do the same thing—even though they may be scattered throughout the crowd.

• When the national anthem is played OUTSIDE a building and the flag is NOT displayed, what salute is required?

Military personnel not in formation face the music and render the hand salute. In formation, the officer-in-charge orders "attention" and he renders the appropriate hand or sword salute for the formation. When marching in the immediate vicinity of the ceremony, the formation is brought to a halt and the officer-in-charge renders the appropriate salute. Men in civilian dress stand, remove headdress, if covered, and salute by placing the hat in front of the left shoulder with the hand over the heart; women, with or without headdress, stand and place the right hand over the heart. Aliens stand at attention.

• If the national anthem is played outside and the flag also is displayed, what is the proper salute?

The saluting formality is the same as above except all persons face toward the flag instead of the music. The O-in-C of a formation faces the flag when saluting and the formation remains at attention in the position in which they were halted. Aliens stand at attention.

• How long should a salute to the national anthem be held?

In all cases when the national anthem is played, salutes will be held from the first note of music until the last note.

• What are the prescribed forms for salutes if the national anthem is played during a ceremony inside a building in which the national flag is brought forward and presented to the audience, and then retired?

The audience, civilian and uncovered military personnel, will stand, face the flag, and render the "right hand over the heart" salute from the first note to the last.

Military personnel under arms ex-

ALL HANDS

ecute the "rifle, present arms". Those with side arms or covered render the hand salute. Should a military formation be present, the officers in charge will render the salute. If the audience is all or predominantly military personnel, the O-in-C will call "attention" and he may order all personnel (covered and/or uncovered) to render the hand salute or he may salute for the audience. Salutes are held until the flag ceremony is completed.

• *How do aliens in the audience show respect to the national anthem and the flag during this ceremony?*

Aliens show respect by standing at attention.

• *What are the proper forms for salutes when the national anthem is played during a ceremony inside a building and the flag is NOT displayed?*

All persons stand and face the music. Military personnel under cover render the hand salute. When uncovered, military personnel stand at attention and face the music. All persons stand at attention and hold the position of salute from the first note to the last.

• *What is the procedure for persons in a boat during the playing of the national anthem?*

In boats, only the boat officer—or in his absence, the coxswain—stands and salutes upon the playing of the national anthem. Other members of the crew and passengers who are already standing, stand at attention. All others remain seated.

Personnel standing at attention in a boat during the playing of the national anthem do not render the "hand-over-heart" salute, even though dressed in civilian clothing. This is an exception to the general rule.

• *When the national anthem of a foreign country is being played, what marks of respect are shown?*

The same marks of respect prescribed for observance during the playing of the "Star Spangled Banner" are shown toward the national anthem of any other country formally recognized by the Government of the U.S.

• *Do the above rules concerning salutes to the national anthem apply every time one hears it played, even when a person is in the privacy of his home, or when he hears it being broadcast while out of doors?*

Only during a formal rendition of the "Star Spangled Banner" do the rules given above on saluting apply.

If a member of the naval service was walking past a music store and he heard a phonograph record of the national anthem being played, he would not come to a halt and salute nor would he do so in his own home. However, at public gatherings where the anthem is being broadcast as part of the ceremony, he would render the required honors.

• *Is there a prescribed number of stanzas of the national anthem to be played at formal ceremonies?*

When a band of the armed services plays the national anthem, all three stanzas are played. Incidentally, a band never plays the national anthem while marching. On other formal occasions when the anthem is played, one or more stanzas may be played.

Salutes To The National Ensign

Perhaps the greatest number of salutes to the ensign are rendered during colors. This is the ceremonial hoisting and lowering of the ensign at 0800 and sunset at a naval command ashore or on board a ship of the Navy not underway. At naval stations or on board ships where a band is present, the national anthem is played during this ceremony. Consequently, the rules for salutes during the playing of the national anthem apply.

• *Is there any musical ceremony other than the playing of the national anthem during salutes to the national ensign?*

At most ships and stations, when there is no band present, "To the Colors" is normally played by the bugle at morning colors. At evening

colors "Retreat" is played by the bugle. As an alternative on these occasions, "Attention" is sounded on the hand whistle.

• *What is the procedure for salutes at colors when no band is present?*

Persons in the naval service stand at attention and face the ensign. When covered they come to the salute at the first note of "Attention" on the bugle or the hand whistle (a single blast) and remain at the salute until "Carry On" (three blasts) is sounded on the bugle or hand whistle. Persons in ranks come to the salute together, by command.

• *What is the procedure for persons in boats during colors?*

During colors, a boat underway within sight or hearing of the ceremony either lies to or proceeds at the slowest safe speed. The boat officer—or in his absence, the coxswain—stands and salutes, except when dangerous to do so. Other persons in the boat remain seated or standing and do not salute.

• *What is the procedure for persons in vehicles during colors?*

Vehicles within sight or hearing of the ceremony of colors are stopped. Persons riding in a passenger car or in a motorcycle remain seated at attention. Occupants of other types of military vehicles remain seated at attention in the vehicle. The person in charge of each such vehicle (other than the driver) gets out of the vehicle and renders the hand salute.

• *What symbol of respect to the national ensign is shown on board ship?*

A salute to the national ensign is rendered by persons in the naval service coming on board or leaving a ship of the Navy. This salute is rendered only if the ensign is flying.

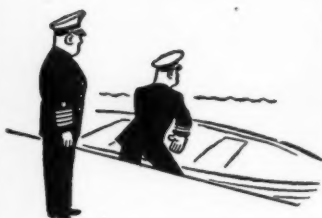
• *What is the proper procedure for rendering this salute on boarding or leaving a ship?*

On reaching the upper platform of the accommodation ladder or the shipboard end of the brow or gangplank, you stop, face the ensign and render the salute. Following this, the officer of the deck is saluted. On leaving the ship, these salutes are rendered in reverse order. The OOD returns both salutes in each case. Follow the same procedure on board foreign men-of-war.

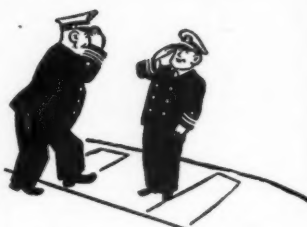
• *Does an enlisted man acting as officer of the deck or junior officer of the deck rate this salute?*



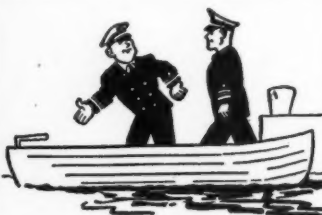
BOAT ETIQUETTE



ENTERING BOAT, JUNIORS GO FIRST
LEAVING BOAT, SENIORS GO FIRST



ALWAYS STAND WHEN A SENIOR
ENTERS OR LEAVES A BOAT



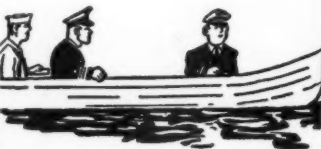
SENIORS ARE ACCORDED THE
MOST DESIRABLE SEATS



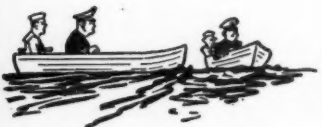
ALWAYS OFFER A
SEAT TO A SENIOR



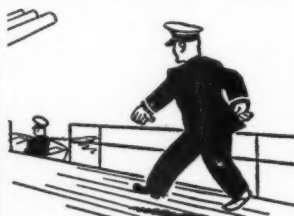
IF BOAT IS TOO CROWDED AND YOU
ARE JUNIOR, CATCH NEXT BOAT



WHEN A SENIOR OFFICER IS
PRESENT, DO NOT SIT IN STERN
SHEETS UNLESS ASKED TO DO SO



DON'T CROSS BOWS, CROWD, OR KNOWRE
PRESENCE OF A SENIOR



DON'T MAKE LAST-MINUTE DASH
GET INTO BOATS BEFORE
LAST BOAT GONG

When an enlisted man is officer of the deck or a representative of the OOD he is entitled to receive and required to return salutes the same as a commissioned officer.

- What are the rules for saluting the national ensign when it is being hoisted and lowered, or passing in parade?

During the ceremony of hoisting or lowering the ensign or when the ensign is passing in a parade or in a review, all out of doors should face the ensign, stand at attention and salute in the appropriate manner (see below). The salute is rendered during the entire period of hoisting or lowering, and in a parade the salute to the flag is rendered at the moment of passing.

- What are the regulations for members of the armed services (men and women) when in uniform and the national flag is hoisted, lowered or passing in parade?

Personnel in uniform rise and come to attention if seated, halt and come to attention if walking, face the flag and render the military hand salute.

Personnel under arms, not in formation, and with a rifle, present arms; with side arms, they give the hand salute.

In marching formations, the troops are brought to halt if marching, and to attention, order arms, when stationary, and the officer-in-charge renders the prescribed salute for his unit.

In the case of military personnel riding in a passenger car or on a motorcycle, the vehicle is stopped and all occupants remain seated at attention in the vehicle. Occupants of other types of military vehicles remain seated at attention in the vehicle, and the individual in charge of such vehicle (other than the driver) shall get out of the vehicle and render the hand salute.

Prisoners marching will be halted, brought to attention, and the guard-in-charge will render the appropriate salute.

- What is the proper salute to the flag passing in parade, hoisting or lowering by persons in civilian dress, with and without headdress?

Men in civilian dress with headdress, (including service men in civilian dress), rise and remove hat with right hand, place the hat in front of the left shoulder with the hand over the heart. Men without headdress, and women in civilian

dress, with or without headdress, place the right hand over the heart.

• *How do aliens show respect to the American Flag at the times specified?*

Aliens will stand at attention.

• *During a ceremony INSIDE A BUILDING when the flag is brought forward and presented to, and at the time it is retired from the audience, in what manner do civilians and uncovered military personnel render salute to the flag?*

All persons stand at attention, facing toward the place where the colors will be stationed during the ceremony. All uncovered military persons and civilians stand and place the right hand over the heart and hold that position until the color bearers have placed the flag, stepped away and rendered the hand salute.

Salutes On Board Ship

• *On what occasions are salutes rendered in ships?*

All senior officers (senior to the person saluting—for instance, a lieutenant would be a senior officer to both an ensign and a seaman recruit) attached to your own ship or station are rendered a salute on the first daily meeting. After the first daily meeting, salutes are dispensed with on board ship. There are, however, exceptions to this once-a-day salute.

(1) Inspecting officers are rendered salutes during the course of their inspections.

(2) When addressed by or addressing a senior officer, salutes shall be exchanged. Persons at work or engaged in games, however, salute senior officers only when addressed by them, and then only if circumstances warrant.

(3) On board a ship of the Navy, all officers and enlisted persons salute all flag officers, captains of ships and officers senior to themselves from other ships on each occasion of meeting, passing near or being addressed.

• *What are the rules on saluting in ships in gatherings or congested areas?*

Salutes are rendered at crowded gatherings or in congested areas only when being addressed by or addressing a senior officer. This rule is not intended to conflict with the spirit of saluting regulations, and salutes should always be rendered when one is in doubt as to whether or not to salute.

Salutes In Boats

• *What salutes are rendered when boats are passing one another?*

In boats passing one another with officers or officials on board and in view, the senior officer and the coxswain of each boat render salutes. Officers do not rise when rendering this salute. Coxswains rise and salute unless it is dangerous and impracticable to do so.

• *What is the procedure for salutes when boats are lying at landings, accommodation ladders or boat booms?*

Men seated in boats in which there is no officer, petty officer or acting petty officer in charge rise and salute all officers passing near. When an officer, PO or acting PO is in charge of a boat, he alone renders the salute.

• *What is the proper procedure for officers and coxswains when a senior officer or an officer enters or leaves a boat?*

Officers seated in boats rise in rendering and returning salutes when a senior enters or leaves the boat. Coxswains in charge of boats rise (unless by so doing, the safety of the boat is imperiled) and salute when officers enter or leave their boats.

Passing Honors

Rendering the hand salute is a part of "passing honors." These honors are rendered by ships or boats passing "close aboard"—within 600

yards for ships and 400 yards for boats.

• *On what occasions and by whom are these hand salutes rendered, when passing honors?*

Hand salutes are rendered by all persons in view on deck and not in ranks, when:

(1) Passing honors are exchanged between ships of the Navy or between Navy and Coast Guard ships.

(2) Passing honors are rendered by a ship of the Navy being passed close aboard by a boat displaying the flag or pennant of high-ranking civil officials (and by naval stations, in so far as practicable, when a ship displaying such flag or pennant passes close aboard).

Hand salutes are rendered by all persons in view on deck, whether in ranks or not, when:

(1) Passing honors are rendered by a ship of the Navy being passed close aboard by a boat displaying the flag or pennant of high-ranking civil officials, other civil officials entitled to honors on official visits and officers of an armed service.

(2) Passing honors are being rendered by a ship of the Navy being passed close aboard by a ship or boat displaying the flag or standard of a foreign president, sovereign, or member of a reigning royal family.

(3) Passing honors are being exchanged with foreign warships.

In all these cases the signal for the

WHAT'S IN A NAME

Sailing Talk

Should an old-time sailor suddenly come alive and find himself in a modern warship, he would be laughably bewildered by the nomenclature of the present-day Navy. To him, such terms as JA circuit, sonar, radar, loran, I. C. room, depth charge, gyropilot, etc., would be just so much Greek.

In the old sailing days, however, this old salt would have used and known the meaning of: whiskers, bolt-ropes, head-ropes, leech-ropes, bunt-line cringles, bunt-line legs, reef-bands, clew-garnet blocks, bow-line brindles, slab-lines, bunt gaskets, earrings, thimbles, reef-tackle pendants, jewel blocks, bridles, dolphin-strikers, martingale stays, down-haulers, inner halliards, brails, spankers, and slung gaffs.

Also: cross cat-harpins, burton pendants, futtock shrouds, horses, traveling guys, flying jib, martingale guys, outriggers, horns, cat-leads, double lifts, trusses, cross-yard

jacks, brace block straps, parrels, spanker booms, and spritsail-yards.

In addition, the old sailors were familiar with the names for 30 or 40 different types of sails.



salute will be "Attention" sounded by the bugle or hand whistle.

Military Funerals And Religious Ceremonies

• *What are the rules on conduct by service personnel at military funerals and how do they differ from funerals not under military auspices?*

In general, a military man uncovers during a religious ceremony but remains covered during a military ceremony. Military funerals and burials at sea are regarded primarily as military ceremonies. On the other hand, church services, civilian funerals or burial services which the officer or man attends as a friend or relative rather than as representative of the Navy, are religious ceremonies.

At a military ceremony when the occasion requires, an officer or enlisted man salutes rather than uncovers. This is his traditional mark of respect.

Officers and enlisted personnel, during a funeral, remain covered while in the open and uncover upon entering the church. During burial at sea, they remain covered throughout the service.

• *If military personnel were attending a funeral, officially, when would they salute?*

Military personnel would salute whenever honors are rendered.

• *When are these honors rendered?*

They are rendered when the body is removed from the hearse to the chapel, from the chapel to the caisson, and from the caisson to the grave. Honors are also rendered when the volleys are fired and when "Taps" is sounded.

• *Does a military person who attends a non-military funeral or burial service follow the same saluting procedure?*

He may if he so chooses. However, when attending a non-military service, he may, if he desires, follow the civilian custom and uncover (rather than salute) when such honors are required. Such times would be during the procession to the grave, lowering the body, etc.

• *How do these rules apply in the case of Jewish religious ceremonies?*

Jewish custom dictates that observers and participants remain covered during all religious ceremonies. Therefore, the rules regarding removal of headgear do not apply when a representative of the Jewish faith conducts the service.



• *What is the procedure for remaining covered or uncovered during formal religious ceremonies outdoors or during topside shipboard religious services?*

Officers and enlisted personnel remain uncovered throughout the length of religious ceremonies conducted topside on board ship and during formal religious ceremonies outdoors. An Easter sunrise service would be an example of the latter.

Salutes In Buildings

• *Are salutes exchanged in buildings ashore?*

It depends upon the building. In a Navy building when two officers or an enlisted person and an officer meet salutes are exchanged, providing they are covered.

In a public building such as a theater or bank, salutes are not exchanged if it does not appear appropriate to do so under the circumstances.

When a covered junior meets an uncovered senior in a Navy building, the junior should salute. The senior, being uncovered, does not return it, but acknowledges the salute by a nod or greeting.

If both junior and senior are uncovered, the presence of one another is acknowledged by nods or greetings. The junior customarily makes the first gesture. This is also the form usually followed by juniors and seniors meeting in public buildings.

Saluting When Uncovered

• *When is it proper to salute when uncovered?*

A hand salute by a person uncov-

ered was prohibited under the old rules in *Navy Regs.* Article 2110, par. 3, now states that "Persons uncovered shall not salute, except when failure to do so would cause embarrassment or misunderstanding."

Salutes by Women

• *Are there special regulations governing salutes by women in uniform which differ from those for men in uniform?*

The same general regulations apply as those in effect for men. However, places where men are customarily uncovered—in the theater or in church—for instance—women do not salute, even though they may be covered. Reason for this is that they are following civilian, rather than military custom, in wearing their hats in such places.

Salutes In Civilian Clothes

Seniors in civilian dress when recognized by a junior should be saluted on all occasions when a salute would otherwise be in order. If covered, the senior returns the salute and if uncovered he will not return the salute unless failure to return the salute would cause embarrassment to all concerned. It is the senior's prerogative to decide whether any embarrassment would result from his not returning the salute.

• *What is the prescribed manner of saluting by a junior in civilian dress and covered?*

The junior in civilian clothes and covered salutes seniors both in civilian dress and in uniform.

Members of the naval service not in uniform will, when greeting civilians, comply with rules and customs established for civilians.

• *Is it proper to salute the President of the U.S.?*

Yes, the President, as commander-in-chief, is entitled to a hand salute from all military personnel.

Group Saluting

• *When several officers in company are saluted, do they all return the salute?*

Yes.

• *What if a group of ensigns meets a commander?*

The ensigns come to a salute together. It is the responsibility of one of the group to give the command "Hand salute!" If they are in formation, however, the leader of the formation renders the salute.

• *Suppose an enlisted man was*

walking with a lieutenant and they meet an ensign. What is the prescribed form in this case?

The ensign salutes first and the enlisted man renders the salute at the same time as the lieutenant returns the salute.

• *What is the proper form for saluting if enlisted men and officers are standing together and a senior officer approaches?*

In such a case, the first officer or EM to notice the senior officer's approach says, "Attention!" All present then face the officer and salute.

Overtaking

• *Suppose it is necessary for a junior to overtake a senior when both are walking in the same direction. What is the proper form?*

No junior should overtake and pass a senior without permission. When in a hurry and it is necessary to pass a senior, the junior salutes when abreast and asks, "By your leave, sir?"

This differs from the customary exchange of hand salutes in that the salute is not rendered at six paces, but abreast.

Seniority Unknown

• *Take the case of two officers of the same rank who do not know their relative seniority. How are salutes exchanged in this case?*

Officers of the same rank obviously cannot go around asking one another their date of rank before saluting. In such cases both officers salute mutually and without delay.

Seated

Enlisted personnel seated and without particular occupation rise upon the approach of an officer, face toward him and salute, when covered. If both remain in the same general vicinity, the compliments need not be repeated. These rules do not apply when seated in a boat.

• *What if a group of enlisted men is seated at the mess table for meals or taking examinations?*

At mess or engaged in a particular occupation, EM sit at attention if addressed by an officer.

Upon Reporting

When reporting on deck or out-of-doors, ashore, salutes are rendered if covered.

• *What is the proper form for saluting when reporting in an office?*

If reporting in an office, enlisted persons and officers would uncover

How to Address and Introduce Naval Personnel

Person addressed or introduced:	TO MILITARY PERSONNEL		TO CIVILIANS	
	Introduce as:	Address as:	Introduce as:	Address as:
MALE OFFICER (Comdr. or above)	"Captain (or appropriate rank) Smith"	(same)	"Captain Smith" ¹	(same)
MALE OFFICER (Lt. Comdr. or below)	"Mr. Smith"	(same)	"Lt. Comdr. Smith" ¹	"Mr. Smith" ²
WOMAN OFFICER (Comdr. or above)	"Comdr. (or appropriate rank) Smith"	(same)	"Commander Smith"	(same)
WOMAN OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Comdr. Smith"	"Miss (or Mrs.) Smith"
MEDICAL CORPS OFFICER (Comdr. or above)	"Comdr. Smith" ³	(same)	"Commander Smith"	(same)
MEDICAL CORPS OFFICER (Lt. Comdr. or below)	"Dr. Smith"	(same)	"Lt. Smith, of the Navy Medical Corps"	"Dr. Smith"
CHAPLAIN CORPS OFFICER	"Chaplain Smith"	(same)	"Chaplain Smith"	(same)
NAVY NURSE CORPS OFFICER (Comdr. or above)	"Comdr. (or appropriate rank) Smith"	(same)	"Commander Smith of the Navy Nurse Corps"	(same) ⁴
NAVY NURSE CORPS OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (M. D. or dentist)	"Dr. Smith" ⁴	(same)	"Dr. Smith, of the Public Health Service"	"Dr. Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (Sanitary Engineer)	"Mr. Smith"	(same)	"Mr. Smith, of the Public Health Service"	"Mr. Smith"
COMMISSIONED WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
MIDSHIPMAN	"Mr. Smith"	(same)	"Midshipman Smith"	"Mr. Smith"
WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
CHIEF PETTY OFFICER	"Chief Machinist's Mate Smith"	"Smith or Chief Smith"	"Chief Machinist's Mate Smith"	"Mr. Smith"
AVIATION CADET	"Aviation Cadet Smith"	"Mr. Smith"	"Aviation Cadet Smith"	"Mr. Smith"
PETTY OFFICER	Use name and rate, as: "Smith, Gunner's Mate, 2nd"	"Smith"	"Gunner's Mate Smith" or "Petty Officer Smith"	"Mr. Smith"
SEAMAN	"Seaman Smith"	"Smith"	"Seaman Smith"	"Mr. Smith"

NOTES: ¹When not in uniform a captain or lieutenant would be introduced as "of the Navy" to distinguish his rank from a similar-sounding rank of the other armed services.

²A suggested form of introduction is: "This is Lieut. Comdr. Smith. Mr. Smith is now stationed here."

³This indicates both (a) the officer's rank and (b) how to address him.

⁴If a senior officer of the Medical Corps prefers to be addressed as "Dr.," such preference should be honored.

⁵In any case where you had reason to believe the Dr.'s insignia might not be recognized, it would be correct to add "—of the Public Health Service" in introducing him.

before approaching the senior.

Vehicles

Enlisted personnel and officers salute all seniors riding past in vehicles. Naval personnel, while passengers in a vehicle, both render and return salutes as may be required.

• *Do these same rules apply to the driver of the vehicle?*

If the vehicle is stopped, the driver is required to salute as necessary. If the vehicle is moving, salutes are not required—if by so saluting, the safety of the occupants of the vehicle would be endangered.

Ladies

• *What are the rules on saluting*

for service personnel when escorting ladies?

Officers and enlisted men escorting ladies, or meeting officers and EMs escorting ladies, exchange the customary salutes. Juniors who may be seated with ladies rise and salute.

• *When a Navy man meets a lady acquaintance walking down the street does he salute the lady?*

It is a customary form of greeting—and gesture of departure—for a Navy man to salute a lady acquaintance when meeting on the street.

Returning Salutes

• *Must a salute be returned?*
(Continued on page 34)

NAVAL COURTESY ABOARD



ONLY CORRECT ANSWER TO AN ORDER IS: "AYE AYE, SIR."



COMMEND A JUNIOR PUBLICLY
-REPROVE HIM PRIVATELY



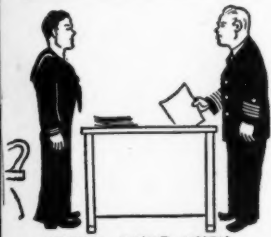
THE JUNIOR ADDS TO HIS
SALUTE A BRIEF GREETING



A SENIOR MAY "CALL"
ATTENTION TO SOMETHING;
A JUNIOR "INVITES" IT



A JUNIOR CONVERSES
WITH SENIORS



SEATED JUNIOR, WHEN
ADDRESSED BY SENIOR, RISES
AND REMAINS AT ATTENTION



OFFER OF HANDSHAKE
SHOULD COME FROM SENIOR



BEFORE VISITING SHIP IN
MIDSTREAM, ASK PERMISSION
OF SENIOR OFFICER IN BOAT



KEEP APPOINTMENTS
YOU HAVE MADE



JUNIOR TO LEFT

WHEN TO SALUTE

ABOARD SHIP



SENTRIES AT GANGWAYS SALUTE
ALL OFFICERS GOING OR COMING
OVER SIDE, PASSING CLOSE ABOARD



ON FIRST DAILY MEETING
ENLISTED MEN SALUTE ALL OFFICERS;
JUNIOR OFFICERS SALUTE SENIOR



ON EVERY OCCASION SALUTE THE
CAPTAIN, OFFICERS SENIOR TO HIM,
SENIOR OFFICERS FROM OTHER SHIPS

IN GENERAL



ENLISTED MEN SALUTE OFFICERS AND JUNIOR OFFICERS SALUTE SENIORS
WHEN MEETING, PASSING NEAR, WHEN ADDRESSING OR BEING ADDRESS



OFFICERS AND JUNIOR OFFICERS SALUTE SENIORS
WHEN MEETING, PASSING NEAR, WHEN ADDRESSING OR BEING ADDRESS

ON SHORE



ENLISTED MEN SALUTE ALL SENIOR U.S. AND ALLIED
OFFICERS THEY MAY ENCOUNTER



UPON APPROACH OF OFFICER,
ONE CALLS ATTENTION, ALL SALUTE



WHEN OFFICER MEETS DETAIL
ASHORE OR ABOARD, MAN IN
CHARGE SALUTES FOR DETAIL



WHEN SEVERAL OFFICERS ARE
SALUTED, ALL SHALL RETURN IT



WHEN OVERTAKING - A SENIOR
THE SALUTE SHALL BE GIVEN BY
ABREAST, WITH "BY YOUR LEAVE"



WHEN REPORTING

WHEN NOT TO SALUTE



ON BOARD SHIP
AFTER FIRST DAILY MEETING



WHEN IN RANKS
(IF ADDRESSING, COME TO ATTENTION)



AT OARS IN A
PULLING BOAT



WHEN ENGAGED IN
GAMES OR ATHLETICS



WHEN HANDLING
ARTICLES WITH
HANDS

ASHORE AND AFLOAT



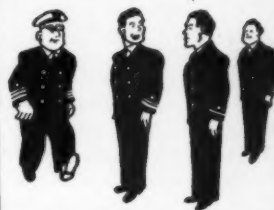
IN CONVERSATION WITH SR.
HOLDS POSITION OF ATTENTION



---DOES NOT SIT OR SMOKE
UNLESS INVITED TO



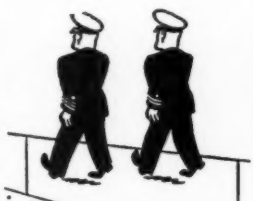
A JUNIOR DOES NOT KEEP
A SENIOR WAITING



WHEN SR. ENTERS ROOM OF JRS,
FIRST TO SEE HIM CALLS "ATTENTION"



JUNIOR TAKES POSITION
TO LEFT OF SENIOR...



BUT IN PACING TO AND FRO
POSITIONS ARE NOT EXCHANGED



A SENIOR'S WISH IS THE
SAME AS A COMMAND



PROPER PROCEDURE
WHEN COMING ABOARD
OR GOING ASHORE

TO SALUTE



OFFICERS AND ALL ENLISTED MEN NOT IN FORMATION SALUTE
DURING HONORS TO THE FLAG OR PLAYING OF NATIONAL ANTHEM



IN BOATS



WHEN OFFICER PASSES NEAR,
OFFICER OR PETTY OFFICER IN CHARGE
SALUTES, IF NONE PRESENT MEN DO



OFFICERS RISE AND SALUTE
WHEN A SENIOR ENTERS OR LEAVES



ENLISTED MEN RISE AND SALUTE
WHEN AN OFFICER ENTERS OR LEAVES



WHEN REPORTING (overhead)



GUARDS SALUTE ALL OFFICERS
PASSING CLOSE ABOARD

VEHICLES



PASSENGERS IN CARS RENDER
AND RETURN SALUTE (DRAUSE;
NO, IF SAFETY IS INVOLVED)



WHEN COLORS ARE SOUNDED
MAN IN CHARGE OF DETAIL
SALUTES; OTHERS AT ATTENTION



RENDER SALUTES DUE THEM TO
ALL OFFICERS IN VEHICLES
(IF SAFETY PERMITS)

NOTO SALUTE



WHEN ARTICLES
WITH HANDS



IN PUBLIC CONVEYANCES
WHEN OBVIOUSLY INAPPROPRIATE



AT MEET (IF ADDRESSED BY
OFFICER, SIT AT ATTENTION)



IN PUBLIC PLACES WHERE INAPPROPRIATE
(THEATRE, HOTEL, RESTAURANT ETC.)



WHEN PART OF A
DETAIL AT WORK

(Continued from page 31)

Under normal conditions every salute is returned. In cases where it is impracticable for the senior to return the salute, the junior's salute is customarily acknowledged by a nod or greeting.

• *What are some instances in which it would be impracticable for the senior to return the salute?*

It would be impracticable for the senior to return the salute when he is driving a vehicle, when both arms or hands are used for carrying packages or brief cases or any other instance where both arms or hands are engaged.

Special Or Unusual Cases

• *Is it ever proper to salute with the left hand?*

Yes. When a Navy officer meets a senior officer and his right arm is not free, he may salute with his left hand.

An instance in which an enlisted

man may salute with his left hand is during "side honors" when the boatswain's mate mans the boatswain's call. A hand salute is usually rendered at the same time the side is piped. Since few are skilled in using the call with the left hand, the call is held in the right hand and the salute is given with the left.

• *There are numerous cases in which there is some doubt as to whether a salute should be rendered. What are the regulations on some of these special cases where salutes would not be rendered?*

Reserve officers not on active duty and not in uniform are not entitled to a salute.

Officers of the maritime service are not officially entitled to a salute. However, under proper circumstances and as a matter of courtesy they are saluted.

If a woman of the military services is in church and the national anthem is played, she does not salute. The hat in such a case is not being worn

as a badge of office. It is being worn in conformance with civilian rather than military custom.

A rumor has long been in circulation to the effect that the holder of the Medal of Honor is entitled to a salute because of that award. There is no truth to the rumor.

A member of a guard detail does not salute when performing any duty which prevents saluting.

• *Give some instances of special cases where saluting is required.*

When an officer awards an enlisted man a decoration or citation, it is customary for the EM to step back after receiving the award and to salute the officer. The officer then returns the salute.

If a line officer and a staff corps officer of the same rank meet, the officer with the junior date of rank should salute first. In the usual case—where they are unaware of who has the earlier date of rank—salutes should be exchanged mutually and without delay.

Enlisted personnel, when addressed by an officer, salute both at the beginning and ending of the conversation. If in formation, the salute is rendered only upon command.

Gangway sentries salute all officers going over the side or coming on board, and when passing or being passed by officers close aboard, either in boats or while walking, or riding in a vehicle.

Men in ranks salute only by command.

Remember the old-and-wise saying: "If in doubt, salute."

SHIPBOARD PRACTICES

The close quarters encountered in shipboard life has resulted in practices of courtesy and indications of respect which are unique in military life. Perhaps the most numerous instances of these courtesies is the custom of removing headgear while in certain parts of the ship.

Enlisted men customarily uncover upon entering officer or CPO country and remain uncovered while in officer or CPO country. Officers' cooks or stewards usually remain covered while in officer country while on duty.

• *If in the course of his watch an EM has occasion to enter officer or CPO country does he uncover?*

Under certain circumstances, yes. If he is in a duty status (on watch,

WAY BACK WHEN

Cavalry Versus Gunboat

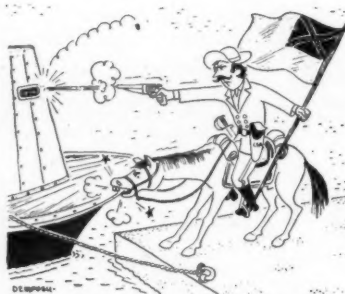
During the War Between the States, the Federal Army maintained a large supply base along the Pamunkey River at White House, Va. On 28 June 1862 when capture of the base was imminent, the vast quantities of stores were ordered burned. Consequently, on the following day when the dashing "Jeb" Stuart and his cavalry swept down on the base, nothing was left but smoking ruins. However, at the landing lay a prize that brought a gleam to the eye of the young leader. It was the Union gunboat *Marblehead*. "Cavalry versus the Navy!" thought Stuart, "There was an encounter that would make lively conversation back in the Confederate capital of Richmond."

Accompanying Stuart on this raid was the owner of the property at White House, Colonel "Rooney" Lee, a son of the Confederate General Robert E. Lee. Being familiar with the land, he advised Stuart how best to deploy his men to take advantage of the terrain. Then, moving up to the river bank, the cavalymen began throwing a steady fire from their carbines onto the deck of the vessel. As Stuart later described this action:

"The troopers carrying carbines advanced boldly on this monster, so terrible to our fancy, and a body of sharpshooters was sent ashore from the boat to meet them. Quite a determined engagement of skirmishers ensued, but our gallant men never faltered

in their determination to expose this Yankee bugaboo called gunboat. To save time, however, I ordered up the howitzer, a few shells from which, fired with great accuracy and bursting directly over her decks, caused an instantaneous withdrawal of sharpshooters and precipitate flight under full headway of steam down the river. The howitzer gave chase at a gallop, the more to cause the apprehension of being cut off below than to really effect anything. The gunboat never returned."

Apparently, though, these doughty cavalymen lacked the marksmanship to match their enthusiasm. Official Navy records list only one man of the gunboat as being struck by shore fire.—Submitted by SSGT Carlisle L. Tiller, Jr., USMCR.



he would be in a duty status) and wearing side arms or the pistol belt, he removes his hat when entering a space where a meal is in progress or divine services are being conducted. This holds true for officers and enlisted alike.

In the cases of spaces where a meal is not in progress or divine services are not being conducted, the officer or enlisted man in a duty status and wearing side arms or the pistol belt remains covered.

• *Would an officer upon entering the crew's messing compartment while the crew is at mess uncover even though he is on duty and wearing side arms?*

Yes, he would uncover, even though on duty and wearing side arms.

• *If a man in a duty status has occasion to see an officer in the ward-room (when a meal is not in progress) or in the officer's stateroom, does he remain covered?*

Yes, if he wears the pistol belt or side arms. He not only remain covered, but he renders the salute upon first addressing—or being addressed by—the officer. The fact that the officer may not be wearing a cap does not alter the saluting requirement. If the officer is covered he returns the salute; if not covered, he, of course, does not return it. Instead, he acknowledges the salute with a nod or greeting.

FORMS OF ADDRESS AND INTRODUCTIONS

The methods of addressing and introducing military personnel differ slightly according to whether you are in military or civilian circles at the time. On a day-in day-out basis, the military custom predominates.

• *How should naval officers be addressed in official communications?*

Navy Regs states that every officer in the naval service shall be designated and addressed in official communications by his or her grade.

However, in oral official communications male officers below the grade of commander in the Navy and captain in the Marine Corps may be addressed as "Mister —" and female officers of similar grade as "Miss —" or "Mrs. —."

Navy Regs further states that officers of the Medical and Dental Corps may be addressed as "Doctor —" and officers of the Chaplain Corps as "Chaplain —," as appropriate. In

fact, when addressing officers of the Medical, Dental or Chaplain Corps you will be following the accepted practice if you say "Doctor —" or "Chaplain —." This holds true whether the officer be an ensign, a lieutenant commander or an admiral.

• *What is the proper method of addressing a woman officer?*

As with male officers, a woman officer of captain or commander rank is introduced by title and rank and is addressed by military personnel in the same manner. Those below the rank of commander are introduced as "Miss —" or "Mrs. —." If the marital status of a woman officer below the rank of commander—including those of the nurse corps (but not the Medical Corps)—is not known, the title of her rank is used when addressing her.

In day by day practice you would address a woman officer of the Medical Corps as "Doctor —."

• *What is the correct response to a question from a woman officer?*

"Yes, Miss Adams" or "No, Lieutenant" is the correct style for response to a question from a woman officer. The use of "Ma'am" has not been authorized by the Navy and "Yes, sir" would be inappropriate.

• *How do you address officers of the U.S. Public Health Service?*

Officers of the U.S. Public Health Service who are MDs or dentists are addressed and introduced as "Dr. —," regardless of their rank. If an officer of the Public Health Service is in the sanitary engineer branch, "Mister —," is used.

• *What is the correct method of addressing a chief warrant officer or warrant officer?*

CWOs and WO's are always called "Mister." They are never addressed as "Chief —." They are introduced to military personnel as "Mister" and to civilian personnel as "Warrant Officer —."

• *Is "Mister —" used for midshipmen?*

Yes, midshipmen are addressed and introduced to military personnel as "Mister." To civilians, however, they are introduced as "Midshipmen —."

• *As a general practice is it preferable to call a senior by his title and name?*

Yes, "Commander —" or "Mister —" would be used rather than the impersonal "sir." In prolonged conversation where the repetition of the

longer form would seem awkward or forced, the shorter "sir" is brought into use.

• *When addressing an officer, is it acceptable to refer to his title alone, without adding his name?*

In any naval organization there is only one "captain" (the regularly assigned CO) and only one "commander" (the regularly assigned executive officer). These officers may be addressed as "captain" or "commander" without appending their names.

Even in areas where a large number of officers of these ranks are encountered, the use of "captain" or "commander" without the officer's name being appended is often heard. However, you would not address an officer below the rank of commander by his title alone.

• *What is the correct way to address enlisted personnel?*

As with officers, the correct form for addressing or introducing enlisted personnel depends upon the prevailing circumstances. Under military conditions, enlisted personnel, both male and female, are addressed by their last names only.

Chief petty officers are addressed by officers of their own ship or station by last names only. When addressed by an officer not attached to their local organization and the last name is not known, CPOs are addressed as "Chief." CPOs are customarily addressed as "Chief" by first class POs and lower rates.

In a social gathering it is customary for those outside the service to extend to any enlisted man or woman the same courtesies they would naturally have extended to them in civil life. Civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name alone. In such cases, "Mr." "Miss," or "Mrs." is ordinarily prefixed to the person's last name.

• *What is the proper style used in introducing CPOs, other petty officers and non-rated personnel to military and civilian personnel?*

In introductions to military personnel, the proper style is to introduce CPOs as "Chief Printer Dempsey"; other POs as "Tunney, Molder 1st"; non-rated as "Fireman Louis."

The above style holds true when introducing CPOs, other POs and non-rated personnel to civilians—with one exception. A first, second or third class PO would be introduced as

COURTESY TO LADIES



PROPER GREETING TO LADIES IS SALUTE



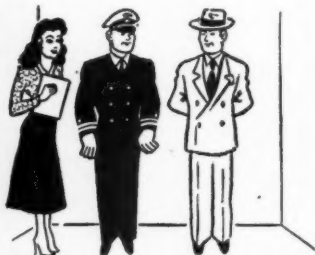
WHEN TALKING WITH A LADY ON STREET, REMAIN COVERED



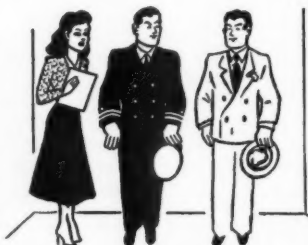
IN WALKING, TAKE POSITION TO LEFT OR OUTSIDE



WITH TWO LADIES, WALK OUTSIDE OR IN CENTER



IN PUBLIC ELEVATORS, IT IS PERMISSIBLE TO REMAIN COVERED...



BUT IF OTHERS UNCOVER, YOU MAY FOLLOW THEIR EXAMPLE



IF A LADY STOPS AT YOUR TABLE, YOU REMAIN STANDING



ARM IS OFFERED TO A LADY ONLY WHEN ASSISTANCE IS NEEDED

"Boatswain's Mate Brown" or "Petty Officer Brown."

• *How do civilians address enlisted personnel?*

The prescribed form by which civilians address enlisted personnel is "Mr.," "Miss," or "Mrs." In actual practice, most introductions are likely to occur on a less formal basis than prescribed in rules and with first names playing a prominent role.

COURTESY TO LADIES

In general, most questions of courtesy brought about by the presence of women in the military services can be solved simply: the rules of military courtesy apply and rank takes precedence.

Military courtesy also includes deference to women. Since a senior's wish is also an implied command, there may be occasions when a senior male officer will indicate that he prefers courtesy to women above strict military usage. In such cases the junior woman acts accordingly without any hesitation or embarrassing counter-deference.

• *Does a serviceman walking with a woman give her the position of honor (at his right) or does he walk on the street side?*

Here military custom varies with civilian custom and the decision rests on an individual's own judgment. When walking with a woman, a serviceman gives her the same place of honor he would give a senior officer—on his right. But for many years it has been customary in civilian life for men to take the outside of the walk, a procedure dating back to the days of horse-drawn carriages, when the man acted as a protective shield—not only against flying mud, but against the danger of fast-stepping horses and fast-moving carriages.

Although a serviceman gives the woman the position on his right, it often happens that the woman will be on the outside of the walk. In a case where this would seem to be withholding a common courtesy, the man should take the outside position. Either position—on the outside (with the woman to the left) or on the inside (with the woman to the right) is correct.

However, in any event where the element of danger exists, the man always takes the exposed or dangerous position.

• *When walking with a woman*

ALL HANDS

may a serviceman offer her his arm?

The arm is offered only when assistance is appropriate, such as when there is a necessity for assisting her through heavy traffic, over rough ground or on steep stairways.

Many women prefer (and some books of etiquette teach) that the man place the palm of his hand lightly under the woman's elbow, rather than "offer the arm." The latter gesture requires that the man form a crook with his arm. The woman then either grasps the man at the elbow or puts her forearm through the crook.

• *What is the proper position for the man to take when walking with two women?*

When walking with two women, the man may follow one of two practices and be correct in either case. He may follow the newer practice, walking in the center. He may take the position on the outside—the traditional practice.

• *If a woman is walking with two men what position should she take?*

In the center, usually.

• *When walking with a woman in uniform on a military occasion do you, if you are senior, give her the position of honor on your right?*

On a military occasion—no. If you were on the drill field and were walking out to accept an award or commendation, you would put the woman on your left if you were senior. If she were senior (or had military or command precedence, in the case of enlisted personnel) then, however, she would take the position on the right, as a matter of course.

• *On a street car or bus should a serviceman get up and offer a woman his seat, even if she is in uniform and his junior?*

This is not so much a matter of military courtesy as every-day courtesy. The man in uniform is usually the most conspicuous person on the vehicle and his actions are often the subject of comment. The courtesies you extend reflect not only on you, but on the Navy as a whole. No one will reprimand you if you don't give up your seat; no one will commend you if you do. But as a military man, you'll probably feel somewhat ill at ease and embarrassed if you don't.

• *Should service personnel remove their hats in elevators when women are present?*

A good general rule to follow is this: If civilian men in the elevator

remove their hats, remove yours. If they leave their hats on, follow suit. Otherwise you may appear to be withholding a courtesy which others were willing to offer. However, this custom is on the wane. Signs are often seen in public elevators asking men not to remove their hats. Not only does holding the hat in hand take up space, but you'll often jostle people while removing it.

RELATIONS OF SENIORS AND JUNIORS

• *What do Navy Regs and Naval Traditions say about the relations of seniors and juniors?*

Navy Regulations (1948) states that: "Juniors shall show deference to seniors at all times by recognizing their presence and by employing a courteous and respectful bearing and mode of speech toward them."

Precedence and deference to seniors is the foundation of military courtesy. Officers take precedence according to rank. This precedence is not confined to strictly military relations on ship or shore, but it extends to the mess, to the club and to their social life. It corresponds to those tokens of deference and respect that younger men would accord to their elders under the usages of polite society.

Courtesy also prescribes that seniors will, with equal punctiliousness, acknowledge and respond to tokens of respect required of juniors, so there is nothing servile in the exchange, but rather a sort of ritual for observance by those serving their country in a strictly ordered fraternity of military service.

• *What is the correct attitude for a junior serviceman when approaching a senior for the purpose of making an official report or request?*

Whether the junior is an officer or enlisted man, he maintains an attitude of military attention. He does not take a seat or smoke until invited to do so. According to one authority, "Any relaxation of formality and official relations should be 'awaited' rather than 'anticipated' by juniors." Under some circumstances it might be permissible for the junior to ask, "Do you mind if I smoke, sir?" With the captain, however, this would not be proper.

• *What is the proper procedure when a senior enters a room in which junior officers or enlisted men are seated?*

When a senior enters a room in which junior officers or enlisted men

are seated, the first one who sees the senior orders "attention." All present remain at attention until order to "carry on" is given by the senior officer of the group present. In most cases, the senior entering the room will give the order "as you were" immediately or soon after "attention" is ordered.

• *Should a junior, who is seated, rise when addressed by a senior?*

Yes. He should rise and remain at attention. Men seated at work, at games or mess are not required to rise when an officer (other than a flag officer or captain of the ship or station) passes unless they are called to attention or when necessary to clear a gangway.

• *When a junior walks, rides or sits with a senior, what position does he take?*

As the place of honor is on the right, a junior who is walking, riding or sitting with a senior takes the position alongside and to the left. When pacing to and fro, positions are not exchanged and the junior keeps pace with the senior. On board ship, the senior is generally afforded the outboard position. The junior opens doors and enters last.

• *What is the correct reply to an order?*

"Aye, aye, sir" is the only proper reply to an order. Responses such as "all right, sir," "yes, sir," "very well, sir" and "O.K., sir" are improper.

• *What is the meaning of "aye, aye, sir"?*

It means three things: that you heard the order, you understand the order and you will carry out the order to the best of your ability.

• *In what way may seniors acknowledge a report made by a junior?*

Seniors may respond with "very well" or "very good" in acknowledgement of a report made by a junior.

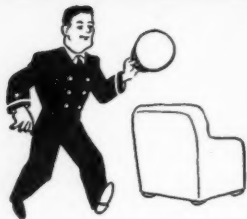
• *What is the difference between an order and a command?*

An order gives a junior a job to be done and leaves it up to him as to how he may accomplish it. Though an order does not always specify the exact time when it shall be executed or completed, it frequently fixes a certain time limit.

A command directs a specific action, without alternatives.

If you are the navigator's yeoman and the navigator has told you to have a certain report prepared by

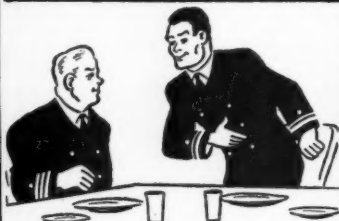
WARDROOM ETIQUETTE



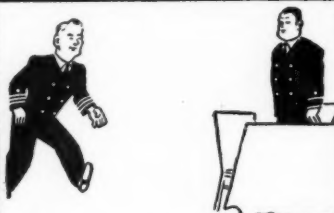
DON'T ENTER OR LOUNGE IN WARDROOM OUT OF UNIFORM



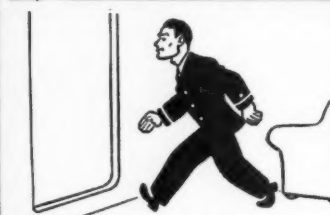
DO GET TO MEALS ON TIME. IF UNAVOIDABLY LATE, MAKE APOLOGIES TO PRESIDING OFFICER



DO ASK TO BE EXCUSED IF YOU MUST LEAVE BEFORE MEAL IS OVER



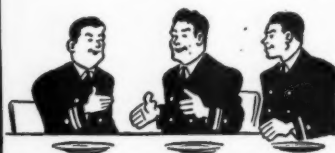
DON'T SIT DOWN TO MEALS BEFORE PRESIDING OFFICER SITS DOWN (EXCEPTION: BREAKFAST)



DON'T LOITER IN WARDROOM DURING WORKING HOURS



DO PAY MESS BILLS PROMPTLY



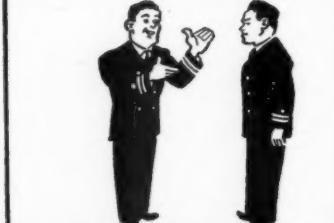
DO AVOID DISCUSSION AT MESS OF RELIGION, POLITICS, LADIES



DON'T BE BOISTEROUS OR NOISY IN WARDROOM



DON'T WEAR A CAP IN WARDROOM (ESPECIALLY WHEN YOUR SHIPMATES ARE EATING)



DO BECOME KNOWN, NOT FOR "STICKING YOUR NECK OUT" BUT AS "A GOOD LISTENER"

the end of the week, you have been given an order. On the other hand, if the navigator tells you to bring him the navigator's work book you have been given a command.

• If a senior expresses a wish or a desire is that the same as an order?

Yes. By custom and tradition of the service, a senior's expressed wish or desire is the same as an order.

• In verbal messages or conversation between juniors and seniors, is there any difference in phrasing?

Yes. A junior officer sends his respects to a senior. For instance, "Lieutenant Able sends his respects to Captain Baker and would like permission to test the whistle and siren."

A senior officer sends his compliments to a junior. For instance, "Admiral Fox presents his compliments to Captain George and sends word that the ship's clocks will be advanced one hour at midnight."

In written correspondence, the senior officer may call attention to something; the junior may only invite attention to something.

• How does a junior subscribe a memorandum to a senior?

A junior subscribes a memorandum to a senior by writing, "Very respectfully."

A senior writing to a junior may, but is not required to, complimentary close his correspondence, "Respectfully."

• Do you shake hands on being introduced to or on meeting a senior officer?

A junior always waits for the senior to initiate the gesture of shaking hands. It is considered good form for senior officers to offer their hand to junior officers and enlisted personnel upon being introduced socially.

ETIQUETTE ASHORE

Naval courtesy ashore in many respects parallels shipboard practice. Rules regarding walking with seniors are the same ashore as afloat—juniors to the left.

• What is the correct procedure for getting in and out of automobiles?

On entering and leaving an automobile, follow the same procedure as for boats: juniors first in, last out.

An ensign and a lieutenant would get into an automobile in that order. The ensign takes the seat in the far corner to leave room for the lieu-

tenant near the door. When they get out, the lieutenant would leave first.

• *What is the correct procedure for entering buildings?*

On entering buildings, the order is reversed. The junior opens doors for the senior and enters last.

Officers' Social Calls

• *Although an officer reporting aboard ship or at a naval station may have already seen the commanding officer in person he must also make a visit of courtesy within 48 hours. Should an officer consult any one about the visit of courtesy before visiting the CO?*

He should consult the executive officer as to the time most convenient to pay the visit of courtesy to the CO. Sometimes COs, pressed for time, temporarily discontinue courtesy calls.

• *How long should the visits of courtesy last?*

Limit them to about 10 minutes unless requested to remain longer. During this visit, the officer should be attentive and polite but not servile or wooden. Although the host should be allowed to direct the conversation, the visiting officer should add more to it than simple affirmatives and negatives.

• *What type questions should the visiting officer avoid asking during the visit of courtesy?*

Avoid asking questions concerning the new duty, problems facing the host and intimate questions on the host's private life. Do not prolong your visit. Young officers, because of a natural timidity, often lack the confidence to excuse themselves and leave promptly when the time comes to take departure from the visit.

• *What is considered proper for the junior officer to say when he makes a call upon his commanding officer?*

On meeting the captain say, "Captain, I came to pay my respects." To the captain's orderly before entering the cabin say, "Tell the Captain that Ensign Wolcott would like to pay his respects."

• *How long should social calls be?*

When a junior officer attached to a small activity ashore makes a social call on his senior officer in the senior officer's home, the call should be limited to a half-hour. During this call a junior may learn a lot about his senior's interests and hobbies. In

general, a better mutual understanding is formed between the senior and junior. For the time being, rank is relegated to the background as the senior relaxes and sets an informal note.

An officer invited to dinner should take particular pains to be punctual and to leave before he wears out his welcome. It is not necessary to stay all afternoon or evening.

• *At parties or other social functions where the CO is present, it is not considered good taste to leave before he does. What if it is necessary to leave a social function before the captain leaves?*

Respects are paid to the captain before departing when it is necessary to leave before he does.

QUARTERDECK ETIQUETTE

The quarterdeck has long been an honored and ceremonial part of the ship. Naval etiquette and courtesy, honors and ceremonies play an important role in the quarterdeck area.

The officer of the deck should strictly enforce the etiquette of the quarterdeck. The quarterdeck should be kept immaculately clean and its ceremonial aspect maintained. Adherence by all personnel to long-established rules is required.

• *What rules should naval personnel observe in the quarterdeck area?*

Naval personnel should:

(1) Wear only the uniform of the day while on the quarterdeck.

(2) Never smoke on the quarterdeck.

(3) Avoid a lounging position



while on watch or standing by and avoid putting hands in pockets on the quarterdeck.

(4) Avoid skylarking or other boisterous conduct.

(5) Do not (on larger ships where it is appropriate) walk on the starboard side of the quarterdeck unless invited by the captain or admiral.

(6) Do not engage in recreational athletics on the quarterdeck unless it is sanctioned by the captain.

• *When coming aboard or leaving a ship other than his own what procedure does a Navyman follow?*

The procedure is the same as on his own ship with the added requirement that he must request permission to come aboard. He stands at the gangway and renders a salute to the ensign if it is flying, then salutes the OOD or the OOD's representative and says, "I request permission to come aboard," or words to that effect.

On leaving a ship as a visitor, he goes through the same steps except that he says, "With your permission, I shall leave the ship" or words to the same effect.

• *What language does a Navyman use when boarding or leaving his own ship? Does he request permission to come aboard?*

No. He should follow the rules of the ship. If he is returning from leave or liberty he says, "I report my return aboard."

On leaving his ship, he salutes first the OOD or his representative saying, "I have permission to leave the ship" or "Permission to leave the ship, sir?" Then he renders the salute to the ensign if it is flying.

• *What is the authority of the OOD?*

The officer of the deck represents the captain and is responsible for the safety of the ship, subject to any orders he may receive from the captain.

• *Who is subordinate to the OOD?*

With the exception of the executive officer, every officer or other person on board ship who is subject to the orders of the commanding officer, whatever his rank, is subordinate to the OOD.

WARDROOM ETIQUETTE

Serving both as the commissioned officers' mess and lounge room is the wardroom. Usually the president of the mess is the executive officer. On

HOW DID IT START

Puerto Rico

Until 1932, Puerto Rico, home of the 10th Naval District Headquarters (at San Juan), was referred to in English as *Porto Rico*. On 17 May of that year, President Hoover approved the following resolution of Congress:

"That from and after the passage of this resolution the island designated *Porto Rico* in the Act entitled 'An Act to provide a civil government for Porto Rico, and for other purposes,' approved March 2, 1917, as amended, shall be known and designated as *Puerto Rico*. All laws, regulations, and public documents and records of the United States in which such island is designated or referred to under the name of *Porto Rico* shall be held to refer to such island under and by the name of *Puerto Rico*."

Puerto Rico is the Spanish spelling always preferred and used by the inhabitants. It is pronounced *Pwer-toe Ree-koe*. Literally, the name means "rich harbor," the Spanish *puerto*, like the English *port*, coming from the Latin *portus* (harbor). The Spanish *rico*, like the English *rich*, is from a Teutonic root meaning "regal," "powerful," or "rich."

The name was given this Caribbean island about 1509 by the explorer Juan Ponce de Leon who had come to the "New World" with Columbus on his second voyage. Ponce de Leon settled on the island, became its governor, and founded the first Spanish settlement on a bay at a place he named *Puerto Rico* because of its excellence. Later, this became the name for the whole island.



very small ships the captain sits at wardroom mess table and is president of the mess.

• How are officers assigned seats at the mess table?

Officers are assigned permanent seats at the mess table, alternately, in order of rank to the right and left of the presiding officer. An exception is the mess treasurer, who occupies the seat opposite the presiding officer. The second ranking officer sits on the right of the presiding officer, third ranking officer sits on the left, and so on.

• What are some of the rules of etiquette that should be observed in the wardroom?

Some of the main rules to be observed in the wardroom are:

Don't loiter in the wardroom during working hours.

Remain uncovered in the wardroom.

Pay mess bills promptly.

Don't enter or lounge in the wardroom out of uniform.

Introduce guests to wardroom officers, especially on small ships.

Don't be late for meals. If you are unavoidably late, make your apologies to the presiding officer.

Wait for the presiding officer to

sit down to meals before you sit down. (Exception: breakfast.)

If necessary to leave before the completion of the meal, ask to be excused.

Avoid discussing religion, politics and women at the mess table.

Don't be boisterous or loud in the wardroom.

Don't talk shop continuously in the wardroom.

In general, the young officer pursues the best course by being the best listener in the mess. An attitude of frank admission of ignorance in certain features of wardroom etiquette is much more respected by fellow officers than assuming a presumptuous attitude and continually making blunders.

BOAT ETIQUETTE

• What is the proper order to be followed when entering and leaving boats?

Boats are entered in inverse order of rate and rank—the junior man or officer enters first. Leaving the boat, seniors go first.

• What are the rules of courtesy in seating in boats?

In general, seniors are accorded the best seats in the boats and juniors take care to give seniors sufficient

room. If the situation is appropriate, the junior officer gives his seat to the senior; and if the boat is crowded, juniors get in the next boat.

When a senior officer is present, do not sit in the stern sheets unless invited to do so. Don't make last-second dashes down the accommodation ladder to enter a boat. Get in the boat a minute or so before the boat gong—or when the OOD says the boat is ready.

• If another boat is at the boat landing and takes all the landing frontage, what should be done?

Under conditions of urgency it is proper to ask permission to use the thwarts, gunwales and decking of the other boat as a walk-way. However, permission is not requested if it can be avoided. The on-coming boat would ordinarily lie off and wait for the other boat to clear the landing.

CONCLUSION

These customs, rules of etiquette, matters of honor and tokens of courtesy vary to an exceeding degree in their compulsion.

The person who disregards the above rules will sooner or later be marked as careless, lazy or stupid, and eventually his service career will be marred. The fact is that the vast majority of Navy men and Navy women take a strong pride in rules and customs—and follow them.

Some of the rules are not followed as closely on smaller ships as on larger ships. Then too, the degree of following these rules varies under conditions of operation. At times the eyes of the entire port are on you and your ship; at other times you are a thousand miles at sea. Until you are aware of all the variations that may exist, you should take no chances.

A ship that stands into port making use of the marker buoys doesn't get off the shipping channel and disgrace itself by running aground. The above rules are your marker buoys.

Navy men wear a splendid uniform—one of the world's finest. Civilians have learned to respect not only the uniform but its wearer. This respect is enhanced when it is worn properly. Show respect and courtesy to the uniform by wearing it with pride in the prescribed manner.

Follow the rules covered in this article and you'll do credit to yourself, your uniform and the Navy.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



NETLAYER USS ELDER (AN 20) returns to Pearl Harbor from the Far East after eleven months laying and repairing the harbor defense nets in that area.

SecNav Kimball on Expansion

More than one million men will be in uniform on active duty with the Navy and Marine Corps by June 1952, according to a statement by Secretary of the Navy Dan A. Kimball covering the size and strength of today's Navy.

Since the present rapid expansion of the Navy began, following the Korean crisis, more than 500 ships have been added to the active Fleet, SecNav Kimball stated.

"By mid-year, we will have added to the Fleet, three battleships, 12 aircraft carriers, six cruisers and more than 100 destroyer-type vessels. Our submarine strength will have been increased by more than 25 modern combat types, and the necessary transports, tankers, and fleet auxiliaries to support a truly mobile naval force will be available."

In addition, more than 300 new ships of various types are under construction and prototypes of new escort vessels, minesweepers and submarines have been adopted.

Citing submarines as the greatest menace to the freedom of the seas, SecNav Kimball stated that "during and since the last war, the Navy

has made many advances in anti-submarine warfare technique."

Included among the ASW forces are the new type killers of the destroyer leader (DL) class.

Secretary Kimball added: "Today we have fewer than 300 destroyer-type vessels in commission. This compares unfavorably with the more than 700 in commission in 1945. The destroyer type is extremely important in dealing with submarines and for this reason, we place great significance and a high priority on building new and better anti-submarine vessels."

Other anti-sub weapons, he continued, would include aircraft-laying mines and dropping other destructive devices; and submarines—fighting other submarines.

Carrier Attack Plane

The Navy's new twin-jet carrier attack plane is now in the flight test stage. The swept-wing plane, designated the XA3D, reflects the Navy's experience gained in the Korean war. It is an advancement over the AD Skyraider, which has been the standard attack plane since its appearance in the fleet in late 1947.

Powered by two jet engines, each slung in a pod under the wing and outboard of the fuselage, the XA3D is in the 600-to-700 mph class.

While the Navy has not released details of the new plane, it can carry an equivalent bomb load as high and as fast as other carrier-based planes.

Supersonic Seaplane

A seaplane model called the *Skate*—one of the Navy's current aviation projects—may lead to a jet-propelled, supersonic seaplane fighter plane.

A three-foot wingspan flying model—powered by two small pulse-jet engines—has been constructed. The design employs the delta wing and blended wing-and-hull characteristics.

Somewhat similar radio-controlled scale models have been used on another Navy seaplane project—XP5Y-1—the world's first turboprop seaplane which has been undergoing flight tests at San Diego.

One of the main problems in jet-type seaplanes involves keeping water and spray out of the jet intakes. *Skate* utilizes a "spray dam" to minimize this difficulty.

Unlike XP5Y-1, *Skate* has no wing floats but depends on a low center of gravity and high water-plane inertia to maintain stability.

YESTERDAY'S NAVY



The Navy Department was established by an Act of Congress, 30 Apr 1798. United States Fleet landed sailors and marines at Vera Cruz, Apr 1914. Gen Homma, commander of Bataan Death March, executed, 3 Apr 1946.

APRIL 1952

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

TODAY'S NAVY

Junk Salvaged for Navy

A bit of ingenuity on the part of a salvage yard officer has saved some "junk" worth \$35,556 for the Navy.

Tons of obsolete 50-caliber shells had been exploded and discarded in a pile of scrap along with nails, metal clamps and metal cases. When the Naval Supply Center, Norfolk, Va., was asked if it could salvage the metal in the scrap pile, Lieutenant W. J. Wiggin, Sr., usn, tackled the job.

LT Wiggin redesigned another piece of "junk"—a magnetic separator—and by adding two conveyors and using two coal unloaders, came up with a machine which separated the shells and bullets from the waste material.

With his gadget—which cost about \$600—LT Wiggin expected to salvage about 600 tons of brass and 250 tons of bullets—worth \$35,556—at the rate of about seven tons of shells and five tons of bullets in an eight-hour period.

Navy Wins Achievement Award

Proof that the Navy's civilian employees are doing a top-notch job to make the world's biggest Navy also the most efficient, is demonstrated by the fact that the Navy has been given the "Achievement Award" of the National Association of Suggestion Systems for the second time in three years.



SIZE OF SHOE is compared by Diver George Phillips, BMI, of USS *Opportunity* (ARS 41) with pierside cuties.

The association—which promotes employee suggestion systems both in private industry and in government—presents an award each year to the government department or agency showing the greatest annual increase in suggestion program participation.

In fiscal year 1951, Navy Department employees offered 51,990 improvement proposals. Of these, 13,146 were adopted. As a result, the tax-paying public will reap an annual savings of \$8,414,182 from the adoption of these proposals.



POULTRY FARM-BOUND George Brown, AOC, gets a final tribute for 31 years of service from his mates at Key West before heading for Florida and his farm.

Atomic Sub Named *Nautilus*

Nautilus—a name connected with various underwater craft for over 150 years—is to be carried on by the Navy's new nuclear-powered submarine.

First submersible to carry the name *Nautilus* was Robert Fulton's experimental craft (1801). Next was Jules Verne's fictional submarine of *Twenty Thousand Leagues Under the Sea* (1869).

In 1913 the Navy's first *Nautilus* was launched. This was "H-boat Number Two" or SS 29. With a surface speed of 14.1 knots and a submerged speed of 10.6 knots, the old H-2 was a highly successful type.

Next submarine to carry the name *Nautilus* was Sir Hubert Wilkins' polar prowler used in his 1928-29 North Pole expedition.

The same year that the H-2 *Nautilus* was stricken from the lists of naval vessels, the name was given to one of the three largest submarines the Navy has ever had. This was the spanking new N-2 or SS 168, a 371-foot long boat mounting two 6-inch guns and six torpedo tubes. Her speed was 16 knots surfaced, nine knots submerged.

This *Nautilus* sent to the ocean's bottom a total of 89,625 tons of Japanese shipping during her 14 World War II patrols. Almost half of this total was accounted for in a hectic 10-day period.

Nautilus was the first submarine to sink a Japanese carrier. In the spring of 1942, after the battle of Midway, she finished off the previously damaged carrier *Soryu*.

Larger, Faster LSDs

LSDs (landing ships, dock) of a larger and faster type are slated for the Navy. The contract for the first of these, LSD 28, has been awarded to a San Francisco, Calif., shipbuilding company.

While of the same general and unique design as the present type, the LSDs will be not only larger and faster but 12 feet wider. Planned length is 510 feet; beam, 84 feet; displacement, 6,500 tons.

Contracts for an additional three LSDs (29, 30 and 31) will be awarded in the near future. The San Francisco shipbuilders will act as "lead yard," performing design work and central procurement services for other yards in the four-ship program.



NEWSCASTER Bill Shafer, DK3, a former radio announcer, keeps men of USS *Antietam* (CV 36) informed.

Tool 'Mothballing' Pays Off

Navy "mothballing" has kept in tip-top condition machine tools and production equipment which today would cost the United States nearly a half billion dollars to replace.

At the end of World War II, the Navy began to build its reserve tool supply by conserving the few available from contract cutbacks and by acquiring additional "war surplus" tools. Each piece of equipment was cleaned and carefully inspected.

By June 1950, at the outbreak of the Korean war, approximately 40,000 tools—including major machine tools, metalworking machinery and related production equipment—were on hand.

When it was learned that the machine tool industry could not meet the immediate production requirements for the national defense effort, the Navy re-evaluated the use of its tool reserve.

As a result, about 5,000 additional Navy tools—not currently required by Navy contractors—have been turned over to the Army and Air Force. Another 10,000 tools, also not needed in current Navy programs, will be turned over to the other branches of the armed forces in the near future. Still another 16,000 are in use or are being shipped to Navy contractors working on joint contracts for the Navy's Bureau of Aeronautics and the Air Force.

35 LSUs to Be Built

Thirty-five LSUs (landing ship, utility) of an improved design are to be built for the Navy by shipyards in Kingston, N. Y., Point Pleasant, W. Va., and Houston, Texas.

These craft will be basically the same as World War II LCTs (landing craft, tank), their primary mission being to put tanks and their crews ashore on beaches. However, the new LSUs, though approximately the same length, will be slightly wider. They will be 34 feet in beam, 115 feet in length and will have a light displacement of 180 tons.

With the exception of a larger deck house, the new type LSU will have an external appearance similar to the LCT (5) type. Internally they will be equipped to provide greater comfort for the crew.

The designation of LSU for this type vessel is relatively new. In late 1949 the Navy's LCTs, numbering in the hundreds, were designated LSUs because of their additional uses. The LCT designation was then dropped.

Last of the World War II type was LSU (ex-LCT) 1465; first of the new type will be LSU 1466.

Navy Signs Hopper Dredge

The world's largest hopper dredge has been signed up for a tour of Navy duty. *Essayons*, owned and operated by the Army Corps of Engineers, is now increasing the depth of the York River at the point where it empties into Chesapeake Bay.

A million dollar job, it will enable ships of extreme draft to stand up the York and take advantage of Navy facilities located there.

Essayons can load up to her 8,000-cubic-yard capacity in an hour. Her 14-knot speed enables her to make a quick trip to the dumping grounds and return for another load. A dredging job in New York harbor was her previous assignment. There, in the past year, she removed enough dirt from the harbor's bottom to make a small mountain.

Navy duty for civilian-manned Army dredges is a practice of several years' standing. In the 1920s Army dredges deepened the entrance of Pearl Harbor, T.H., to depths that enabled Pearl to accommodate capital ships. Other areas where they have worked for the Navy are Norfolk, Va., Charleston, S.C., and the San Francisco Bay area.

HERE'S YOUR NAVY

The Chief of Naval Operations—the officer at the top of the service ladder—is a man with many tasks. He is the principal naval adviser on the conduct of war to the President and the Secretaries of Defense and Navy. In addition, he is a member of the



Joint Chiefs of Staff and has precedence over all other naval officers. A complete list of his duties would fill several pages. Perhaps his main task is commanding the operating forces of the Navy.

★ ★ ★

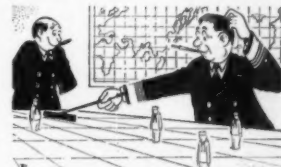
Under CNO are several high ranking officers who relieve him of some of the work load. Among these are: the Vice Chief of Naval Operations, the Judge Advocate General, the Chiefs of Naval Intelligence and Information, the Assistant CNOs for Naval Reserve



and Undersea Warfare and the Inspector General of the Navy. This last named officer functions, when so directed by CNO, as his "eyes and ears" in matters of economy and military efficiency.

★ ★ ★

Others among CNO's "right hand men" are the five Deputy CNOs. Each of these officers is in charge of a broad phase of the Naval establishment: Personnel, Administration, Operations, Logistics and Air. Quite



likely DCNO for Personnel—Chief of Naval Personnel is his other title—has the greatest effect on each of us. Among other things, he is charged with the discipline, promotion, advancement discharge and retirement of all persons in the Navy.

All-Navy Boxing Tourney Will Screen Olympic Candidates

An All-Navy Boxing Tournament, with the Commandant of the 11th Naval District serving as host, will be held at San Diego, Calif., 24-30 April. It will be considered by the U. S. Olympic Boxing Committee as a regional trial for the 1952 Olympic final trials at Kansas City, Mo., in June.

The winners and two designated alternates in each weight division will be ordered to the U. S. Naval Academy at Annapolis for intensive Olympic candidate training under selected coaches.

All qualified enlisted personnel on active duty in the Navy, Marine Corps, and Coast Guard, and in the Naval Reserve on active duty (not for training, only) are eligible to participate. The tourney will be conducted under Amateur Athletic Union rules and all contestants must meet the qualifications and definitions of an amateur. Any person having professional boxing experience is excluded from participation.

The championships will be financed from funds available to the Command Recreation Fund, 11th ND, resulting in no expense to the government or participants.

To be conducted on a single elimination basis, the boxing championships will include the following weight classes: flyweight (112 lbs.),

bantamweight (119 lbs.), featherweight (125 lbs.), lightweight (132 lbs.), light-welterweight (139 lbs.), welterweight (147 lbs.), light-middleweight (156 lbs.), middleweight (165 lbs.), light-heavyweight (178 lbs.) and heavyweight (any weight).

For sectional elimination purposes, eight separate groups have been established. The command (in parentheses) is responsible for the selection of a boxing team, consisting of the champion in each weight division, plus a manager and an officer-in-charge.

- Southwestern Group (Com 11): Activities in the 11th ND.
- Northwestern Group (Com 12): Activities in the 12th, 13th and 17th NDs.
- Pacific Fleet Group (ComFirst-Flt): Pacific Fleet units on the West Coast.
- Hawaii-Far East Group (Com-ServPac): Activities ashore and afloat in the Hawaiian and Far Eastern areas.
- South Central Group (Com 6): Activities in the 6th, 8th 10th and 15th NDs.
- Northeastern Group (Com 1): Activities in the 1st, 3rd and 4th NDs.
- Middle-Atlantic Group (Com 5): Activities in the 5th and 9th

Naval Districts, and the Potomac and Severn River Naval Commands.

• Atlantic Fleet Group (Com-ServLant): Atlantic Fleet units and shore based units (to include activities operating under CinCNELM).

Naval Air Training activities, Reserve Fleets, and all other naval activities will compete in their naval district eliminations (NROTC units and Naval Reserve units are excluded from participation). Fleet air wings are considered to be fleet units. Fleet Marine Force units are considered as shore-based activities and will compete in their naval district elimination, unless otherwise authorized by the Commandant, of the Marine Corps., Coast Guard participants will compete in the appropriate elimination group.

Individual awards will be furnished by the Chief of Naval Personnel to participants in the final championships at San Diego. The Jack Kennedy Boxing Trophy, a memorial to the man responsible for making boxing one of the most popular sports within the Navy, will be awarded to the outstanding fighter.

Complete details concerning the All-Navy championships are contained in BuPers Circ. Ltr. 16-52 (NDB, 31 Jan 1952).

Tender Has Fencing Team

Fencing, a sport unusual in the Navy outside of the Naval Academy, is gaining popularity with the crew of *uss Currituck* (AV 7). The seaplane tender has a young but eager three-weapon squad fast becoming proficient with foil, saber and epee.

Drilled only a few weeks by their coach, Stanley L. Morel, ADC, usx, the only fencer of the group with any experience, the squad won their first match, 16-11, against Tyler College, Temple University Extension, in Philadelphia. They also won several bouts against the Philadelphia Public School Athletic League city champions.

Chief Morel, with 27 years' experience in fencing, has twice represented the Navy in national and Olympic finals. In the 1952 "fence-offs" he missed qualifying for the Olympics but managed to end up in a three-way tie for fourth place in the national elimination.



TOUCHE!—*Currituck's* Boone wins a point in epee as ship's fencing team beat Philadelphia's Tyler College. Referee is Lajos Csiszar, world saber champion.

Most Valuable Player

The ComServPac "Most Valuable Football Player" trophy has been awarded to Herbert Selvog, HM3, USN. He was selected for his outstanding defensive play on the ComServPac six-man football team of 1951.

DE Has Hot Hoop Team

One of this year's outstanding destroyer basketball teams is that of USS *Tabberer* (DE 418). At the halfway mark of their season the DE hoopsters had annexed the DesLant Ships (Narragansett Bay Area) tournament at Newport, R. I., and the Boston Armed Forces YMCA Afternoon League trophy.

In the Boston tourney, they recorded a perfect competition by winning seven straight games against no losses in the round-robin event.

As of 1 February, the team had won 15 of their 16 games played. The single loss was to a quintet from USS *Hugh Purvis* (DD 709) which squeezed out a 41-37 win during the Newport tourney.

Wins Excellency Trophy

Athletic teams of NTC San Diego, showing complete superiority in 11th ND sports for the second straight year, successfully defended the Commandant's Athletic Excellency Trophy won in 1950.

San Diego Centermen scored a total of 580% points for the 1951 season to set a new mark for the trophy race. Second-place Camp Pendleton Marines trailed by 279% points, NTC's athletes won 12 of the 16 contested league sports, and for the first time in 11th ND athletic history, took all four of the major titles—football, baseball, basketball, and track and field. The Bluejackets also won the wrestling, boxing, tennis, handball, badminton, swimming, and golf trophies, and shared the table tennis and bowling titles. They placed runners-up in bowling, volleyball, softball, and touch football.

It was the second consecutive year and the third time the Center has won the award since its origin in 1946.

The Junior Athletic Excellency Trophy was awarded to Point Mugu Naval Air Missile Test Center whose teams scored the most points in the 11th ND Minor League.

SIDELINE STRATEGY

Our scene is somewhere about 750 miles from Guam; 1,300 from Tokyo. Enter: "The Fueling Fool" of the Korean combat zone, the fleet oiler USS *Passumpsic* (AO 107). She stops dead in the water, for there is the "ol' swimmin' hole"—clear, blue and warm. Cue: "Swim Call." And in plunge the crew's aquatic acrobats with all the zest of "that old gang of mine." Although this swimming party was under the watchful eye of a whaleboat guard, caution still was necessary. It was safe enough to dive into the deep end of the mid-ocean "pool," but care had to be exercised at the shallow end which had a depth of but 18,020 feet.

At times we've commented on receipt by service people of letters unusual and noteworthy because of their voluminosity of words or page count. Now we've heard of this new one which rates a prize of some sort. It seems that Joan Marie Sneden, SA, USN, while attending PN school at Norfolk became allergic to the old home-sick bug. In a note to her parents in Flint, Mich., she intimated that a nice letter would cheer her up. In response to her plea, she received but a single sheet of writing. The one-pager, however, carried greetings from family and friends inscribed on a roll of shelf paper 25 feet long.

Among racket clubs competing for cups in 1951's tennis tourneys, was that of NAS Pensacola whose netmen defeated Mobile for the second straight year to retain the Gordon Smith court trophy. In the feature match, LCDR Jack Behr, USN, of USS *Monterey* (CVL 26) was a two-of-three-set winner with sets of 6-2, 5-7, 12-10. To the sneakers-and-shorts neophyte these figures would mean little, but those more familiar with tennis scoring might well express a "Whew!" To win that single match, Mr. Behr cavorted about the court for three solid sweating hours.

Probably many of us have somewhat unusual ambitions, but this month's award goes to SSgt Tommy Jenkins, USMC, of Camp Pendleton, Oceanside, Calif. He's attempting to break the world's rope-skipping record set in 1933 by an Australian lightfoot who made 18,463 consecutive turns in one hour and 45 minutes. The best Sergeant Jenkins has been able to do to date is slightly over 5,000 turns without a miss. And he was really whipping the old rope around that day—could possibly have added a few thousand more turns to his count—but just as he had completed his 5,047th hop, the gym phone rang. He answered it. He had the duty.—Ernest J. Jeffrey, JOC, USN.



THE BULLETIN BOARD

Transportation Restricted For Dependents of Navymen On Short Tours in the Med

Restrictions on the transportation of dependents of shipboard personnel temporarily on duty in the Mediterranean are outlined in BuPers Circ. Ltr. 12-52 (NDB, 31 Jan 1952). Navymen serving in ships on short tours of Med duty who are planning to take their families to that area are also advised of living conditions which will be encountered.

Dependents of personnel attached to ships with U. S. home ports and yards which are temporarily assigned "Med duty" for periods of less than six months are not eligible for transportation in vessels of the Military Sea Transportation Service to or from that area.

Any travel performed by such dependents must be via commercial means at their own expense.

Over-all conditions in the Med area are much the same as those covered in ALL HANDS, March 1951, pp. 42 and 43. These are the conditions that prevail for dependents of shipboard personnel on short tours of Med duty:

- Government quarters and government dental and medical facilities are not available.
- Living expenses are extremely high.
- Persons proceeding to the Med area will be required to live on the local economy and on such facilities as are available to the general public.
- During the tourist season return commercial transportation to the

Aviation Ratings Needed For Duty as Instructors

Enlisted instructors are urgently needed at the Naval Air Technical Training Center, established at Norman, Okla.

Enlisted ratings—in pay grades E5, E6 and E7, with a minimum GCT of 55—desiring such instructor duty may submit requests, via their COs, to the Chief of Naval Personnel (Attn. Pers B212f), using form NavPers 1247. Information on instructor duty will be found in BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952).

USA cannot readily be obtained.

Before personnel decide to move their dependents to the Med area they are advised to make a survey of the situation. For those who elect to move their dependents to the Med area notwithstanding the above conditions, the following advice is given:

- All passport arrangements must be made direct with the Department of State in Washington, D. C., or with the clerk of the court nearest the home of the dependents. Application should not be made to the Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean, for permission to bring such dependents traveling as private individuals to the Med area.
- All passport and visa charges must be paid by the applicant at the regular rates.

Naval personnel who move their dependents to the Med area at their own expense under the above conditions do so entirely on their own responsibility and are informed that government transportation will not be available for their return to the U. S.

However, the new circular letter (12-52) authorizes an exception to the above paragraph. If after the departure of the vessel from the U. S., the ship's tour of duty is extended to six months or more, dependents who have proceeded to the Med area at their own expense may be authorized return passage on MSTs vessels on a space available basis.

Instructor Duty Available For Qualified Personnel; Schools, Pay Grades Listed

Qualified enlisted instructors are still needed at the following activities, according to BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952), and eligible instructor candidates must be in the pay grades listed after each school:

- Class A, B, C, and functional service schools under the management control of BuPers (pay grades E5, E6 and E7).
- Aviation schools of the Naval Air Technical Training Command (pay grades E5, E6 and E7).
- Recruit Training Commands (pay grades E5, E6 and E7).
- Disciplinary Barracks and Retraining Commands (pay grades E5, E6 and E7).
- Honor Naval Schools (only QM, GM and EN in pay grades E6 and E7).
- Merchant Marine and Maritime Academies (only BM, GM, FC and YN in pay grades E6 and E7).
- Fifty-two NROTC Units (only

New Handbook Available To Shop Store Personnel

"Here's How!" — an illustrated handbook for use by shop store personnel—is now being distributed to all naval shore establishments by the Yards and Docks Supply Office, Port Hueneme, Calif.

The handbook discusses the handling of repair parts for automotive, construction and materials-handling equipment. It stresses the importance of parts-interchangeability, factors in the establishment of initial stocks, and the timely handling of stock replenishment. "Here's How!" also includes basic information on the Yards and Docks Supply System distributive organization and YDSO policies and publications.

Requests for additional copies of "Here's How!" should be forwarded to the Yards and Docks Supply Office, Naval Construction Battalion Center, Port Hueneme, Calif.



"Let's go in, they have good popcorn."

QM, GM, YN, SK, ET and FC/FT in pay grades E6 and E7).

• Naval School, Officer Candidate (only BM, QM, GM, FC, DC, MR and six drill masters, any rating, in pay grades E6 and E7).

Locations of these activities will be found in NavPers 15795 or in the *Catalog of Naval Activities*. Qualified personnel may submit requests for duty at specific schools or they may list choices by naval district.

Requests should be submitted, via commanding officers, directly to the Chief of Naval Personnel (Attn: Pers B212c), using the Instructor Duty Request Card, NavPers 1247.

Because of the urgent need for well-qualified instructors, the path to shore duty may be shortened considerably for individuals requesting instructor duty—especially for those EM in ratings for which there are relatively few shore billets. Personnel must meet the basic shore duty eligibility requirements, however, as set forth in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).

Past experience has proved that personnel who possess a minimum GCT of 55, a clear record, and who are volunteers make the best instructors. BuPers will consider exceptions to this minimum GCT score, however, if a waiver is recommended on the Instructor Duty Request Card.

14-Week Salvage Training Open to Line Officers

Line officers of the Regular Navy and Naval Reserve may apply for salvage training at the Naval School, Salvage, New York Naval Shipyard Annex, Bayonne, N. J. Applications are open to officers of the rank of lieutenant commander and below, including warrant officers.

Applicants must have a period of obligated service of 18 or more months and must be physically qualified to receive diving training in accordance with Art. 15-30, *Manual of the Medical Department*.

This 14 weeks' course covers all phases of ship salvage, including methods employed in raising sunken ships in harbors and coastal areas. It also includes instruction in the salvage of disabled or grounded vessels, and in other specialties of salvage such as elementary naval design, underwater mechanics and diving to

Careless Smoker Is Navy's Walking Fire Hazard

The careless smoker is still the greatest fire menace to life and property, according to fire-protection engineers in the naval shore establishment.

Vigilance against this walking fire hazard, and other precautions, however, brought the Navy's fire losses at all naval shore establishments to a record low for 1951.

Total damages of \$951,564, including six deaths and 110 injuries during the fiscal 1951 period (1 July 1950 - 30 June 1951), was 45 per cent under the previous year's loss of \$1,787,945. Loss in-

cluded damage to buildings, supplies, equipment and vehicles.

Fire damage is mounting once again during fiscal 1952 (1 July 1951 - 30 June 1952), having already exceeded - in the first six months - the 1951 record low.

Indoctrination of personnel, new building designs and increased protection from sprinkler systems and fire-fighting equipment all contributed to the reduction record for 1951. The increase in fire losses during the current year indicates the need for continuous campaigning against carelessness.



the extent necessary for supervision of underwater operations.

Officers who desire salvage training are encouraged to submit their requests for assignment to the Naval School, Salvage, via the chain of command, to the Chief of Naval Personnel (Pers B111h).

BuPers Circ. Ltr. 3-52 (NDB, 15 Jan 1952), which outlines the program, states that officers trained in the Salvage Officers Course are normally assigned to salvage officer billets in ARS, ARSD, ARST, ASR and ATF type vessels and to staffs of various commands.

Service Record Replaces Qualifications Jacket

A new Officer Service Record (NavPers 3021) has been established to replace the present Officer's Qualification Record Jacket (NavPers 305). The new record is intended to provide:

- Commanding officers with information to assist them in assigning and administering those officers attached to their commands.
- BuPers with information to as-

sist in maintaining officers' qualification records.

• Each officer with a ready file of documents required by him to establish essential facts relative to his naval service.

In addition to the new file folder (NavPers 3021), another form is necessary to complete the Officer Service Record. This is the "Record of Duties Performed" (NavPers 3031, New 9-51)—a single 8 x 10½ inch sheet to be prepared in duplicate, one copy of which is to be filed in the new service record while the copy is to be forwarded to the Chief of Naval Personnel. The Record of Duties Performed replaces the tear-off sheets of the old fitness report form which was replaced by the new "Report on the Fitness of Officers"—see BuPers Circ. Ltr. 83-51 (NDB, 31 May 1951).

Both of the new forms are available from district publications and printing offices. Information on the new procedure is printed on the new file folders. Complete details concerning the Officer Service Record will be found in BuPers Circ. Ltr. 1-52 (NDB, 15 Jan 1952).

His Relief Turns Out to Be His Own Brother

"Graham relieves Graham"—this happened in Korea when short-timers of the 1st Marine Division were relieved by fresh-from-the-States marines. Now, when a man relieves a man with the same family name, that's not news. But when, after a 5,000-mile trip, a man relieves his brother—that's news.

The short timer, Cpl Charles Graham, 23, was a company truck driver. His brother, Cpl William Graham, 18, took over Charles' truck, job, rifle and pistol.

"All I was hoping for," said the younger marine, "was to see Chuck

before he was rotated—then when I found out I was relieving him on the same job, it was more than I expected."

The older brother, a handlebar-mustached marine remarked, "I've given the kid everything I had. That includes my good luck, I hope."

The Grahams are from St. Louis County, Miss. Since 1943, when the oldest brother, John David, joined the Corps, there has always been one or more brothers in the Corps. A fourth brother, SSgt Clifford, is stationed at Camp Pendleton, Calif.

Medical, Dental Training Reserves in Phasing Plan

Reserve officers who received pre-medical or pre-dental training while participating in either the V-12 or ASTP programs are now included in the first two categories in the phasing schedule for the release of USNR officers from active duty.

Categories and status of such officers are outlined in BuPers Circ. Ltr. 202-51 (NDB, 30 Nov 1951), as follows:

- A period of 24 months on current tour of duty, exclusive of internship, (dependent upon the needs of the service) must be served by those officers who were participants in either the V-12 or ASTP programs in pre-medical, pre-dental, medical or dental schools, or who were deferred to pursue their education in any of these schools, and who performed less than 90 days' active

service *subsequent* to the completion of or release from the program.

- A period of 12 to 24 months on current tour of duty, exclusive of internship and dependent upon the needs of the service, must be served by those officers who participated in either the V-12 or ASTP programs in pre-medical, pre-dental, medical or dental school, or who were deferred to pursue their education in any of these schools, and who performed more than 90 days' but less than 24 months' active service *subsequent* to the completion of or release from the program.

Promotion Dates Announced For 1,428 Picked as LCDR

Announcement has been made of the promotion authority and dates for the 1,428 USN and USNR officers on active duty, who were previously selected (but not promoted) for temporary appointments to the grade of lieutenant commander by BuPers Circ. Ltr. 222-51 (NDB, July-December 1951).

According to Alnav 4-52 (NDB, 31 Jan 1952), all officers listed in Enclosure "B" of the circular letter received temporary appointments on 1 February to date from 1 Feb 1952.

Those officers listed in Enclosure "C" are given temporary appointments to date from 1 Mar 1952 and those officers listed in Enclosure "D" will receive temporary appointments on 1 April to date from 1 April 1952.

The promotion lists include lieutenants of the line and staff corps.

Atomic Energy Expansion Described Here Because Of Interest to Navymen

Increased production is the word in the field of atomic energy today. Since the powerful atom is constantly acquiring even greater roles in the national defense effort, bluejackets will be interested to learn of the current expansion measures, made under the direction of the U.S. Atomic Energy Commission.

So far, two post-World War II atomic expansion programs have been put into effect and a third is now being formulated. The first increase involved expansion of the productive capacity of the Hanford, Wash., plutonium plant and the Oak Ridge, Tenn., uranium separation plant. The second increase involved construction of new plants at Aiken, S.C. and Paducah, Ky.

In a speech before the American Ordnance Association in New York, Chairman Gordon Dean of the Atomic Energy Commission praised the Navy's Bureau of Ordnance and the Army Ordnance Department for their participation in the program. BuOrd performs some of the work directly for AEC and, in other instances, supervises the work of private contractors.

Plutonium and uranium-235 are the two fissionable materials now in wide use in the program. Both are produced from raw uranium and both are costly. Plutonium is manufactured at Hanford, Wash., while uranium-235 is produced at Oak Ridge, Tenn.

Feed lines to these plants run from the Colorado Plateau where much of the uranium is produced for sale to AEC. Other feed lines flow from such faraway points as the Arctic regions of Canada and the Belgian Congo in Africa. The uranium passes through many refinement processes on its way to the main plants.

From Oak Ridge and Hanford, the fissionable materials pass through a complex manufacturing chain, involving scores of private contractors, which leads ultimately to the national atomic weapons stockpile.

In addition to the production chain, AEC supervises an extensive research and development program. The commission maintains 10 major government-owned laboratories—all



"It's for circular letters."

privately operated — and supports more than 500 other projects carried on in privately-owned facilities.

These research activities are important not only for their contributions toward the development of atomic-age weapons but for their work in seeking peacetime use of atomic power.

Virtually all research done for a military purpose can be—and is—done in such a way that we can obtain peaceful dividends as well. For example, if a reactor can be made to produce power to propel a submarine, ship or aircraft, it seems evident that a reactor can also be made to produce power to operate a commercial vessel or airliner or, perhaps, to light a city.

Reactors will produce power, it is known, but they are costly. Before they will be of much value to a peacetime Navy or to the civilian population, reactors must be made to produce atomic power cheap enough to compete with existing coal, oil and hydroelectric systems.

Two California Divisions Win USNR Inspection Trophies

Top honors in the 1951 National competitive USNR inspection went to two California Organized Reserve divisions.

Winner of the James Forrestal trophy for best-rated Organized Surface division is Division 11-48 of Santa Monica, Calif. Runner-up was Division 13-2 of Butte, Mont.

The Fleet Admiral C. W. Nimitz trophy for best-rated Organized Submarine division was won by Division 12-9 of Alameda, Calif. Division 14-3 of Pearl Harbor, T.H., was second in the submarine division scoring.

Inspection board members indicated that the Reserve units showed a marked improvement over 1949 inspections. This was despite the burden imposed on Reserve units by the call to active duty of many officers and men.

The first Naval Reserve competitive inspection was held in 1948. Outbreak of hostilities in Korea caused the scheduled 1950 inspection to be cancelled. Scoring in this Naval Reserve competition is made on a basis of: training—60, personnel—20, administration—20.

Retires After 27 Years with Submarines

After more than 30 years' active service one of the Navy's oldest submariners has retired from the service.

Timothy Francis McCarthy, TMC(SS), USN, spent 27 of those years either in or around submarines. He wound up his career while serving in *uss Blackfish* (SS 221), training submarine Reservists.

Chief McCarthy first enlisted in November 1919. On this hitch he had a good look at the surface Navy while serving in *uss Delphy* (DD 261). He went back to civilian life at the end of this three-year hitch but after two years signed up again. This led to the first of an unbroken ladder of seven hashmarks.



Chief McCarthy

McCarthy next found himself in the torpedo gang on board *uss V-1*, one of the Navy's three V-Boats, a type of sub noted for its tricky handling qualities. Most of the five years McCarthy served in this craft was spent in China.

During the next seven years—from 1929 to 1936 — McCarthy really moved around in the submarine fleet. He served in four R-boats and three S-boats, most of which were 20 to 25 years old at the time.

In January 1947, during the shakedown cruise of *Pickrel* (SS 177), he sailed down to the Amazon River.

"First sub in those waters," he remembers. "We went in there mostly to show the colors."

The following year McCarthy and *Pickrel* were engaged in maneuvers in Alaskan waters.

His next submarine was *uss Guardfish* (SS 217). One of the two submarines to win a pair of Presidential Unit Citations, *Guardfish* was the sub whose crew watched the Japanese horse race during her war patrol of August-September 1942.

As Chief McCarthy recalls it:

"That was early in the war . . . they weren't ready for us yet. Off Honshu one day we watched a horse race through the periscope. Every man in the crew had a look at it. You could see the horses, jockeys, and crowd fine. Nobody made any bets, though."

This same patrol saw straight-shooting *Guardfish* chalk up two other oddities. Both were made possible by McCarthy's true-running torpedoes. First was the torpedo long-shot, one of the longest of the war. From a distance of over three miles and after a run of seven minutes, this torpedo made a ship-killing bull's eye on a freighter moored to a pier.

Next came the one-two jab. Working over a convoy, *Guardfish* dispatched a torpedo apiece to two freighters. She did this in less than a minute, sending one down stern first; the other down bow first.

One reason for this "shooting gallery set up" was that *Guardfish* was operating in waters that no other submarines had yet penetrated. Another was the ineptness of the Japanese escort vessels. At one time a Japanese destroyer bore down on *Guardfish*. The sub refrained from the usual deep dive to get in a shot at the pursuing DD. So unskilled were the destroyer's sonar men that no contest resulted.

When *Guardfish* entered Midway lagoon after that patrol she carried a broom at her masthead, having scored 11 hits and eight sinkings.

Before he went to duty with submarine activities ashore, McCarthy served in three other subs: *Gato*, *Nautilus* and *Runner*. Following the war, he was in charge of the Midway torpedo shops in 1946-47. Then, after a year's duty at Key West, Fla., he reported as a member of a ship-keeping crew to *uss Blackfish* at New London, Conn.

Soon after Chief McCarthy had unpacked his foot locker, he began one of his last—and least glorious—sea voyages. With an auxiliary fleet tug on the other end of the tow line, his last seagoing-home was being towed to St. Petersburg.

Living Conditions in Germany for U.S. Naval Personnel and Dependents

ALL HANDS continues its series of reports on overseas living conditions with information on Germany. Pamphlets giving detailed information on Germany may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

Germany

U.S. naval personnel in Germany are located in most cases at Heidelberg, headquarters for ComNavForGer; U.S. Naval Advanced Base, Bremerhaven; U.S. Navy Rhine River Patrol, Schierstein, Mannheim and Karlsruhe; and Naval Intelligence, Berlin. In general, the following information applies no matter where in Germany you are stationed.

Climate—The weather in Germany is similar to that of the North Atlantic states, with balmy, pleasant spring; warm, hazy summer; "Indian summer" autumn; and a cold, damp

winter spiced with occasional freezing spells.

Housing—There is an acute housing shortage in Germany and waiting lists are the rule. Quarters are provided in lieu of rental allowance. For the most part, they are private homes that have been requisitioned to house occupation personnel. Apartment house type billets are now being constructed by the occupation forces to take care of increased personnel. Rank and rate seniority govern assignment to housing facilities, but family size plays an important part, too, especially among the junior grades. Enlisted personnel below the rate of PO2 are not permitted to bring dependents to the European command.

Furniture—Most homes are well furnished with respect to major items including china, glassware and flat silver, but—in some cases—do not measure up to American standards.

Refrigerators and stoves are provided with each billet but they do not compare well with the American modern kitchen products. Bring your own cooking utensils. If you must have a soft mattress, better bring your own.

Household effects—Take along such items as "favorite lamps," knick-knacks, table, bath and bed linens. Blankets are provided. Household effects shipped from the States under your orders should be addressed to yourself in care of Supply Officer, U. S. Naval Advanced Base, Bremerhaven, Germany.

Utilities—Don't take along a television set and you'd better leave your electric clock at home, too, because the 50-cycle current in Germany causes electric clocks to run slow. Current is either 220 volts, 50 cycle AC or 110 volts, 50 cycle AC. Most American-made appliances will function satisfactorily, so take along your radio, phonograph (which may have to be adjusted to suit the current), washing machines, electric razors, vacuum cleaners, etc.

Clothing—Service dress blue "A" is worn from November through March; service dress blue "B," April through October. The service dress khaki is optional during working hours in summer months. The service dress whites are now mandatory for official-social functions when specified. Take along the evening dress uniform, if you have one. Uniforms must be worn at all times in the occupation zones of Germany but civilian clothing may be worn while traveling on leave in other countries of Western Europe. Bring along an adequate supply of shirts, socks, ties, shoes, etc. Most accessories are available at the ship's stores in Bremerhaven and Heidelberg.

Women will find the "dressing tastes" of New York or Washington quite appropriate in Germany. Light cottons, linens and silks for summer; woollens and correspondingly heavier materials for fall, winter and spring. While Paris fashions are only a few hours away by plane or train, many women will be better satisfied if they bring along Stateside shoes aplenty.

Food—Most food is available through Army commissaries. Food in

Chief Retires After 32 Years Served in 17 Ships

The lone entry on the wardroom menu read "Serna Special." Felicísimo Serna, SDC, usn, with more than 32 years' experience at preparing Navy officers' meals, could guarantee a dish to tempt the taste.

On board *uss Prairie* (AD 15), he celebrated his last day of naval service by serving his specialty, an oriental dish called "Show Tang-hon" in his native land, the Philippine Islands.

He'll take over the management of a Los Angeles, Calif., restaurant. Entering civilian life from a destroyer tender is appropriate because one of his first ships was famed old *Black Hawk* (AD 9), mother ship of Asiatic fleet destroyers. Serna had served in more destroyers than in other ships combined. Total of all ships was 17. His DDs were Asiatic fleet four stackers.

One of the "other" ships was *uss Huron* (ex-South Dakota—CA 9), a coal-burning armored cruiser. Serna was on board *Huron* when she steamed into Tokyo Bay during the 1923 earthquake disaster. He was a member of the landing party

which went ashore to feed the homeless, collect the dead and aid the injured.

World War II saw him charging about the Pacific on board fleet oiler *Platte* (AO 24). He took part in the Marshall-Gilbert raids of February, 1942; Battle of Midway; Guadalcanal and Eastern Solomons campaigns; Attu (Alaska) occupation; Gilbert Islands and Kwajalein Island operations; the first bombing raids on Truk, Saipan and Tinian, Palau, Woleai and Yap.

His record reads like a chronicle of the Navy's war in the Pacific. The Hollandia (New Guinea), Guam, Luzon, Formosa, Mindanao, Iwo Jima and Okinawa operations—all were participated in by Chief Steward Serna.

He spent the entire war on board the wide-ranging *Platte*, a ship that crossed the equator 14 times during her fleet-fueling operations.

Among Serna's service ribbons, which includes the Good Conduct with seven stars, are the Second Nicaraguan Campaign, Yangtze Service, China Service, Philippine Liberation and Korean Service.

German markets is improving and prices are lower than in the States. Fresh milk, eggs, butter come daily from Holland and Denmark. Prices are about 40 percent cheaper than in the U. S. A wide variety of baby foods is available.

Automobiles—Automobiles may be shipped to Europe via MSTs. They must have a minimum of \$5,000-\$10,000 personal liability and \$5,000 property damage insurance coverage. Proof of ownership and a shipping document — obtained through the MSTs office at the New York Port of Embarkation — are needed. Gasoline is obtainable in Germany through the European (Army) Exchange System at 16 cents a gallon. Stateside motor oil is available at 20 cents a quart. Repair facilities are available through the Exchange system or at German garages. Cars are an asset in Germany and other parts of Europe.

Servants—As of December 1951, most families enjoy the privileges of one servant, paid for by the German government. Eventually it is expected that servants will no longer be provided. The average wage for a well-qualified servant is about 160 Deutschmarks (about \$35) monthly, however, and thus it would be possible to continue use of servants.

Medical care — All posts in occupied Germany provide medical and dental care. General and station hospitals are available as well as dispensaries.

Education—There is a very fine school system for dependents, from kindergarten through high school. Most teachers are accredited instructors from the States. Many of the language teachers are foreign nationals. Dependents' schools are free to children of U. S. military personnel. The University of Maryland operates evening college courses at all major posts in the American occupation zone.

Religion—Denominational services are held on Sunday and weekdays by Army chaplains of all faiths. German churches are also available to Americans.

Recreation — Outstanding recreational facilities are provided by the Army's special services division. Clubs, theatres, libraries, hobby and handicraft shops, photographic dark rooms, bowling alleys are available,

Navy Tug Pulls Missionary's Ship From Reef

A salvaged job by Navy tug, *uss Cocopa* (ATF 101), has put Jesuit Father William E. Rively, the "Seafaring Missionary of Micronesia," back in circulation.

When Father Rively's vessel, *Romance*, was caught in a storm while anchored off Pulap atoll, 460 miles southeast of Guam, it was blown 100 feet onto a reef. Battered about on the coral reef for several days, *Romance* was finally sighted by a Navy patrol plane which radioed for help.

Standing by at Guam, *Cocopa* was ordered to proceed at best possible speed to the lonely Caroline atoll.

Arriving at the atoll, the tug found Father Rively and his native crew clinging precariously to their heavily listing vessel.

Cocopa floated a tow wire to the mission schooner while natives fashioned a skidway of coco-logs to protect *Romance's* hull from the coral rock. *Romance's* 12-day ordeal ended when *Cocopa* pulled the squared-rigged schooner gently to safe anchorage.

After the Navy rescuers inspected the sea-going chapel's hull for damage, repaired her sails and rigging, checked her supplies and declared the schooner again seaworthy, the two ships sailed together to the open sea.

Cocopa returned to Guam to await another rescue assignment. *Romance* resumed its job of carrying Father Rively, his prayers and knowledge to his scattered congregation of Pacific islanders.—C. C. Vollmer, JO2, USN.

as well as the usual sports programs. The German theatres present a better-than-average year-round program of opera, concerts and ballet. Garmisch, Berchtesgaden and Chiemsee are major recreational centers for service personnel. Sight-seeing tours through various Western Europe countries are quite popular.

Total Disability Provision Of NSLI Policy Clarified

The Veterans Administration has clarified the status of the "total disability" provision of NSLI or USGLI insurance policies. This provision provides a monthly income of \$5 per each \$1,000 of NSLI insurance or \$5.75 per each \$1,000 of USGLI insurance, in the event of total dis-

ability. Personnel must pay an extra premium, however, to be eligible for this benefit.

Term policy holders who wish to waive their insurance premiums under the Servicemen's Indemnity and Insurance Act of 1951 (see ALL HANDS, January 1952, pp. 48-51) may retain the total disability provision by continuing to pay the special total disability premium. Likewise, holders of permanent plan policies who elect to waive the "pure insurance risk" portion of their premiums may also continue the total disability provision in force by continuing the special premium together with their regular premium.

Personnel who surrender their policies for cash may not continue the total disability provision in force. They may reinstate it, however, at the original premium rate and without a medical examination, when they reinstate their basic policy. This may be done at time of retirement or separation or within 120 days thereafter.

Navy men who have not previously owned the total disability provision and who wish to add it to their policy may do so if they meet the medical requirements.

Additional information may be found in BuPers-MarCorps Joint Letter, 3 Jan 1952 (NDB, 15 Jan 1952).



New Catalog of Enlisted Correspondence Courses Now Available to All

Advancement in pay grade regulations require all enlisted personnel to complete the *Navy training course* applicable to their rating before they may take the examination for the next higher pay grade, provided a training course is available for the rating.

Enlisted correspondence courses are based upon Navy training courses, and use the training courses as their texts. The successful completion of a Navy correspondence course, while not required, will be helpful in preparing the bluejacket for the advancement examination. In addition, a *Certificate of Satisfactory Completion* is entered in the student's service record.

A new *Catalog of Enlisted Correspondence Courses* (NavPers 91-200), listing all courses now available, is ready for distribution to all naval personnel on active or inactive duty.

Enrollment procedures are de-



"I wish you'd find something else to steam your clams in, Davis."

scribed in detail in the catalog, and there are brief descriptions of the content of each course. Also included is a list showing the ratings for which each course is applicable.

Enrollment in the courses is entirely voluntary.

Reservists on inactive duty will

receive retirement point credit for each completed course. Reserve personnel on active duty do not receive retirement credit but are given the *Certificate of Satisfactory Completion*, which is also entered in the service record when the course is satisfactorily completed.

Reserve personnel on active duty may receive copies of the catalog from their division officers or education officer. Inactive Reservists may obtain copies from their unit commander if attached to an Organized or Volunteer unit; from the nearest Naval Reserve training center, or by writing to their district commandant.

A list of available Enlisted correspondence courses was published in *ALL HANDS*, November 1951, pp. 48-49. Since publication of that list, the following new courses have been prepared and are now available. As additional courses are offered, *ALL HANDS* will publish the names as they become available.

CLASSIFICATION AND TITLE	NAV-PERS NO.	APPLICABLE TO FOLLOWING RATINGS	Group VII. Engineering and hull		
<i>Nonrated Courses</i>			Boilerman 3	91511	BT, BTC, BTR, MR and strikers.
Stewardsman	91691	TA, TN, and TR.	Engineman 3, Vol. 1	91516	EN, END, ENG, and strikers.
			Engineman 2, Vol. 1	91518	EN3, END3, ENG3.
<i>Group I. Deck Chief Boat-swain's Mate</i>	91245	BM1, BMB1, BMG1, BMK1, BMR1, and BMS1.	<i>Group VIII. Construction</i>		
Quartermaster 1	91251	QM2, QMQ2, and QMS2.	Mechanic 3	91578	CM, CMD, CMG, and strikers.
Sonarman 2	91260	SO3, SOG3, and SOH3.	Mechanic 2	91579	CM3, CMG3, CMD3.
Radarman 2	91267	RD3.	<i>Group IX. Aviation</i>		
<i>Group II. Ordnance</i>			Aircraft Materials	91616	AM, AMH, AMS, and strikers.
Torpedoman's Mate (E) 3	91301	TM, TME.	Aircraft Welding	91617	AM, AMS, and strikers.
			Aircraft Engines	91628	AD, ADE, ADF, ADG, ADP, and strikers.
<i>Group V. Administrative and clerical</i>			Aerology, Vol. 1	91644	QM, QMQ, AC, AG.
Navy Mail	91401	TE, TEM, and strikers	Aviation Store-keeper, Vol. 1	91651	AK and strikers.
Yeoman 3	91413	YN, YNT, YNS, and strikers.	Aviation Boat-swain's Mate, Vol. 2	91655	AB, ABC, ABU, and strikers.
Yeoman 1	91415	YN2, YNS2, and YNT2.	<i>Group XII. Steward</i>		
Chief Yeoman	91416	YN1, YNS1, and YNT1.	Steward 2	91693	SD3, SDG3, and SDS3.

Temporary Advancements To E-5 and E-6 in 1951 Now Confirmed Permanent

Temporary advancements to pay grades E-5 and E-6 which were authorized at any time during the year 1951 are now to be confirmed as permanent advancements. However, temporary advancements made on and after 1 Jan 1952 remain in the temporary status.

BuPers Circ. Ltr. 8-52 (NDB, 31 Jan 1952), which is applicable to members of the Regular Navy and Naval Reservists (including Fleet Reservists) on active duty, confirms as permanent those temporary advancements to pay grades E-5 and E-6 which were effected after 31 Dec 1950, but on or before 31 Dec 1951 as the result of any one of the following:

- The January 1951 or July 1951 service-wide competitive examinations.
- Any delayed examinations attendant to the above examinations.
- Special authorizations from the Chief of Naval Personnel, including meritorious advancements and special advancement quotas to the commanding general, First Marine Division.
- Having qualified while on inactive duty or on continuous active duty in USNR prior to current tour of

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7

1. (b) Hero's boiler. A spherical form boiler best adapted for strength. It was one of the earliest to be used, being employed about 150 B. C. by Hero of Alexandria, leading Greek mathematician and physicist of his time. The discharge vents are fitted so that the cylinder revolves in a clockwise direction.
2. (a) Leveling rod. Pictured is the "target" and a short length of the rod itself.
3. (a) Bench rammer crossing a stove tool.
4. (b) Mauls.
5. (b) Caduceus. A herald's staff of office; specifically the staff of Mercury or Hermes. Hermes' staff has long been the symbol of physicians and the medical corps.
6. (c) I-beam. Also called I-girder. Used in structural steel and iron-work.

Phone Service in Korea Takes a Real Operator

So you think you have trouble with a well-organized Stateside telephone service? Well, let's listen in on a military switchboard with the First Marine Division somewhere in Korea:

"Hello, Tragic? Gimme Clutch please."

"Sorry, sir. Clutch lines are busy. I'll give you Shift and you can reach Clutch through them."

"Shift? Clutch please. Hello, Clutch! What? NO! This isn't Magic, it's Tragic. Yes. Tare-Roger-Able-George-Item-Charlie — Tragic! Oh, you *are* Clutch. Sorry — Gimme Gin. Gin? Give me Wonder. No, I want Wonder, not Thunder!"

By now, it's difficult to realize

who's more "shook"—the operator, or the caller. Of course, by now the caller is screaming into the receiver. The phone lines won't have it any other way.

"This is Teardrop, sir. Have you finished? Have you finished?"

"Teardrop! How did I get Teardrop? I was working on Gin—I mean I was talking to Gin."

"Gin? You reach them through Tragic, Sir."

"I know, I KNOW! But what in the name of Ameche happened to my call for Gin?"

"Sorry, Sir. I'll give you Tragic."

"Hello, Tragic? Please. Please try awfully hard to get me Gin. This IS Tragic!"—G. M. Cameron, TSgt, USMC.

active duty with the Regular Navy. Such advancements normally cite NRMAL 30-49 as authority.

Personnel with an intervening discharge and reenlistment under continuous service conditions also qualify hereunder.

The new directive does *not* change the temporary nature of advancements to pay grade E-7. Also, temporary advancements to pay grades E-5 and E-6 effected on or after 1 Jan 1952 remain temporary. For personnel in these categories, BuPers Circ. Ltr. 181-50 (NDB, July-December 1950), which withholds permanent advancement until a later date, is still effective.

Separate instructions have been issued to commands charged with the administration of the Naval Reserve program to take action to confirm as permanent the appointments of Naval Reservists on inactive duty and in continuous active duty (CAD) billets, who now hold temporary rates in pay grades E-5 and E-6, as a result of advancements effected while serving with the Regular Navy or in the Naval Reserve program.

As of 1 Jan 1951, the Navy made E-5, E-6 and E-7 advancements temporary, due to uncertainty of the total enlisted strength and future composition of the naval establishment.

The measure was taken at that time to maintain a properly balanced

permanent enlisted rating structure based on the then current manpower requirements of the Navy, and to provide for flexibility of organization in the structure to meet immediate and changing needs of the service.

The precedence of those individuals whose advancements are confirmed as permanent is not affected since the "date of rank" to be indicated on the Petty Officer Appointment certificate will be the date of advancement to the temporary rate.

Officer Candidate School Now Has 1,200 Enrollment

Already turning out more officers than the Naval Academy and all NROTC Colleges combined, the Navy's only Officer Candidate School awarded line commissions to 422 students in its third graduating class early this year.

The school, located at Newport, R. I., has been operating since June 1951 when it got underway with 600 students. It now has an enrollment of 1,200 and expects to expand to 2,100 by next October.

Nearly all of the January graduating class—the third such group to receive line commissions since the school opened—will report for duty on board combatant ships after a short leave.

Further details on OCS may be found in ALL HANDS, February 1952.

New Legislation and Action on Bills of Special Interest to Naval Personnel

The 82d Congress reconvened for its second session in January. A roundup on new legislation introduced in Congress and action taken on bills previously introduced are reported below.

Each month while Congress is in session new legislation that is of interest to service personnel and veterans, and changes in the status of previously reported bills, will be summarized in a legislative report, covering generally the four-week period immediately prior to the date this issue goes to press. The last roundup was carried in the January 1952 issue, page 12.

Military Pay Raise — H.R. 5715: passed by House, now under consideration by Senate Armed Services Committee; to provide an increase of 10% in pay and 10% on quarters and rations allowances for members of the uniformed services (including retired personnel).

Korean Combat Pay—H.R. 5948: introduced; (related bills, previously introduced, are H.R. 1753 and S. 579); to provide additional compensation for members of the uniformed services during periods of combat



"We just had field day."

duty, at the rate of \$50 per calendar month to officers and enlisted personnel alike, for combat duty while actually engaged in combat or in direct combat support of combat forces.

Korean Veterans GI Bill—The following bills have been introduced in the second session: H.R. 5869, H.R. 5872, H.R. 5896, H.R. 6045, H.R. 6096, H.R. 6377, S. 2461; (H.R. 5702 and S. 1940 previously reported, are related bills); to grant certain educational, loan, employment and other benefits to persons

on active service with the armed forces during the Korean fighting.

Income Tax Exemptions — H.R. 5971: introduced; to grant exemption from income tax in case of retirement annuities and pensions.

Taxes of Deceased Servicemen — H.R. 6051: introduced; to provide that income tax liability of members of the armed forces who die in active service after 25 June 1950 shall not be assessed.

Home and Farm Veteran Loans — H.R. 5893 and H.R. 6217 (related bills): introduced; H.R. 5893 reported approved by House Veterans' Affairs Committee; to make additional funds available to V.A. for direct home and farmhouse loans to eligible veterans, under the Servicemen's Readjustment Act of 1944 (GI Bill) as amended.

Unemployment Compensation — H.R. 6052: introduced; to provide unemployment compensation for veterans who were employed prior to their entry into military service.

Maternity and Infant Care—H.R. 5871: introduced; to enable the States to make provision for maternity and infant care for wives and infants, and hospital care for dependents of enlisted members of the armed forces during the present emergency.

Citizenship for Servicemen — H.R. 401: passed by House in amended form and sent to Senate for consideration; to provide that any person not a citizen and regardless of age, who serves with the armed forces on or after 25 June 1950, and not later than 30 June 1955, may be naturalized after compliance with the naturalization laws.

Reserve Obligated Duty — H.R. 5901, H.R. 6046, H.R. 6211, H.R. 6297 (all related bills): introduced; to amend the UMTS Act to provide that certain members of the Reserve components and the National Guard, who served during World War II, shall be released from active duty upon completing 17 months' active duty after 24 June 1950.

Reserve Components of Armed Forces — H.R. 5426, S. 2387: passed previously by House and now introduced in Senate; to supplement the UMTS Act (Public Law 51) and place all Reserve components on an

37 Sets of Brothers Reported by Four Ships

Four more ships come in for mention this month as "family ships." On them are 37 sets of brothers.

USS Cone (DD 866), Commander Destroyer Squadron Six's flagship, reports seven sets of brothers. They are: J. W. and J. R. Davis, F. K. and R. A. Bascue, C. F. and R. A. Billesbach, P. J. and N. L. Murphy, J. P. and O. L. Miles, D. N. and E. M. Hilligus, J. L. and J. D. Stewart.

There are eight sets of brothers serving in both *uss Johnston* (DD 821) and *uss Fred T. Berry* (DDE 858). Four of *Berry's* brothers are twins: Gordon and John Ridge, Joseph and Henry Berry.

The other six brother acts in *Berry* are: Ramon and Lynn Burke, Rodman and Chester Mills, Harold and Gerald White, Raymond and Robert DeLoach, Henry and William Cook and Joseph and Domenic DiVirgilio.

Johnston's eight sets of brothers are as follows: Raymond and Robert Pac, William and George Crowley, George and Robert Brennan, Donald and Norman Abeel, Jesse and William Marks, Robert and Edward Mason, Ronald and Howard Werling, Roger and Albert Lortz.

USS Manchester (CL 83) is a ship that likes to go in for things in a big way. Serving in this light cruiser are 14 sets of brothers. Here is their muster roll: Mike and George Springman, Glen and Ralph Stilwell, Richard and Willard Yakel, Paul and Peter Sewitsky, Donald and Walter Fleming, Harry and John Getchell, Johnny and Teddy Hart, Donald and Raymond Heinrichs, Jack and James Lowry, Bruce and Henry Mock, Donald and Nolan Buckner, Leonard and Thomas Chermack, Charles and Max Edwards, Forrest and Louis Flinck.

equal basis insofar as practicable. Provisions call for establishment of a Ready Reserve, Stand-by Reserve and a Retired Reserve in each service, in lieu of present structure. Note: legislative recommendations concerning (1) promotion of Reserves and (2) equalization of benefits between Regulars and Reserves are being prepared in the Defense Department for submission to Congress as required by pending bills.

Interservice Transfer of Officers — S. 2417: introduced; to provide for the interservice transfer of commissioned personnel of the Army, Navy, Air Force and Marine Corps, providing transfer is voluntary and is approved by the Secretaries of both service branches concerned.

Retirement Review—H.R. 5996, S. 2420: introduced; to amend the Servicemen's Readjustment Act of 1944, and provide for examination boards, to determine, upon application, the physical fitness of members or former members as of the date on which they were separated from the service, and to authorize the individuals concerned to receive any benefits for which eligible under laws in effect on the date of their separation.

NSLI Gratuitous Insurance—H.R. 6005: introduced; to amend certain provisions of NSLI Act of 1940 relating to gratuitous insurance, so as to permit certain servicemen who died or became totally disabled (prior to 3 Sept 1945) to be considered as having been fully covered by the maximum \$10,000 amount of NSLI insurance.

Shipbuilding Program—H.R. 6140: introduced; to authorize the construction of up to 237,500 tons of modern naval vessels and the conversion or modernization of 90,000 tons of existing vessels. New construction would include two aircraft carriers (one not to exceed 60,000 tons and one of approximately 16,000 tons), four destroyers, four submarines (including one which would be the Navy's second nuclear powered submarine), 30 minesweepers, three destroyer escorts, two refrigerated stores ships, two tankers, 23 landing ships, 450 landing craft and 33 assorted service craft. Conversion program would include two aircraft carriers of Essex class, two light cruisers and six destroyer escorts.

Honorable-Type Discharge Is Best Kind to Get

During a recent pre-trial investigation for unauthorized absence, a bluejacket stated, "Frankly, the reason I went over the hill was in hope that I would get discharged."

Have you ever been tempted to take the consequences of a BCD or undesirable discharge in order to "get out" of the Navy? Some ill-advised sailors do. When such a man arrives home, he finds it next to impossible to get employment, and he loses numerous veteran's benefits and privileges.

As a result, the Navy's Board of Review for Discharges and Dismissals and the Board for the Correction of Naval Records receive requests daily from ex-Navy men who want their type of discharges changed.

Here is a sample letter:

"I was in the Navy during the last war. I enlisted when I was 17, against my father's wishes. I was just a young, headstrong boy and I could not see things his way. He signed the papers and I was on my way.

"I got along fine until I went overseas, but when my ship came back to the States I got into some trouble drinking and got a general court-martial. I served three months in the brig and was given a Bad-Conduct Discharge. The discharge was not to be carried out unless I got into more trouble within six months.

"After I was released from the brig, I was put on another ship. On one of my liberties then, I was late once in returning to the ship and so a Bad-Conduct Discharge was issued, for absence over leave during a period of probation.

"I was only 19 at the time and I didn't realize how much grief was to follow. I had an awful time getting a decent job and when I did I was fired when they found out about my discharge.

"I have at last found a place where they haven't looked up my past yet but, believe me, it's no fun when you know that each day may be your last one.

"I have been married now for five years and I have two little

girls. It almost makes me sick to think about them ever finding out about their dad.

"I have been living as clean a life as I know how but, believe me, it is hard when you have something like this hanging over you.

"My father suggested I write to the Navy in hope that maybe you could do something for me. I am not asking to be let off easy. I will do anything if I can be given another chance. I would want to serve in the Navy again if it will wipe out the Bad-Conduct Discharge and if the service will have me.

Another unhappy ex-bluejacket writes:

"My mother refuses to see me. Getting a job without a good discharge is more or less impossible, so you can see how hard it is for me to support my wife and myself.

"I have put a few years in the Navy and like it very much. I know this is hard to believe in view of my past record, but I have regretted it in more ways than one. It is a terrible feeling to have your family despise you.

"If you can reconsider my case and give me another chance, I would be very happy to prove my gratitude by becoming the man and sailor I should have been from the beginning."

Unfortunately, the reviewing authorities must be guided by the facts causing the discharge under conditions other than honorable and not by the shame and embarrassment resulting from such discharge. Therefore, in most cases, the discharge cannot be changed.

An ounce of prevention is worth a pound of cure. It's up to you to earn for yourself an honorable-type discharge. Once you get a "bad" discharge, you will never be able to "square yourself" with your family—whether you have one now or acquire one in the future.

Earn the future pride of your family, all your veterans' rights and privileges, plus a good recommendation for future employment by means of an honorable-type discharge.

THE BULLETIN BOARD

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 2—Announces railroads have granted reduced round trip fares for military personnel in uniform on written authority for leave or with liberty cards. Reduced "furlough fares" will continue in effect until 30 June unless further extended.

No. 3—Lists text of Change No. 2 to the *Naval Supplement to the Manual for Courts Martial*, effective as of 16 January.

No. 4—Announces effective promotion dates for officers who were previously selected (but not then promoted) for temporary appointments to grade of lieutenant commander, as announced in BuPers Circ. Ltr. 108-51 (NDB, 15 July 1951.)

NavActs

No. 1—Established 29 Feb 1952 as deadline date by which applications for certain postgraduate courses were required to reach BuPers.

BuPers Circular Letters

No. 1—Announces replacement of the *Officer's Qualification Record Jacket* (Form NavPers 305) by a new *Officer Service Record* (Form NavPers 3021) and *Record of Duties Performed* (Form NavPers 3031).

No. 2—Concerns training.

No. 3—Announces availability of training at Naval School, Salvage, Bayonne, N.J., for officers, and outlines eligibility requirements.

No. 4—Announces availability of



"Okay, Patrick Henry, but you still don't get liberty."

application forms for the West Virginia veterans' bonus, to be requisitioned by COs from Commandant, 5th Naval District.

No. 5—Provides a summary of voting information from the following states in which early elections will be held: Louisiana, Minnesota, Illinois, and New Jersey.

No. 6—Lists publications and sets up allowances for them available to individual ship classes, aircraft squadrons and staffs in a Publications Requirements List, and instructs district publications and printing offices to obtain BuPers approval for all quantities requested in excess of allowance.

No. 7—Announces availability for distribution by activities separating naval personnel of insurance pamphlet for seafarers entitled *Your Insurance Status* (NavPers 15848).

No. 8—Confirms as permanent certain temporary advancements in rating to pay grades E-5 and E-6 in the Regular Navy and Naval Reserve (including Fleet Reserve) which were effected during the period 1 January through 31 Dec 1951.

No. 9—Summarizes the procedures for maintaining records of the retirement credits of Naval Reservists under Public Law 810, 80th Congress, superseding NRMAL 6-49.

No. 10—Announces the award of Navy Unit Commendation to U.S. Naval Hospital, Yokosuka, Japan, for service in treatment of war casualties and other patients from 5 Dec 1950 to 15 Jan 1951.

No. 11—States that there is a continuing need for qualified instructors in certain activities, according to rating categories, and outlines procedures for submitting applications for such duty.

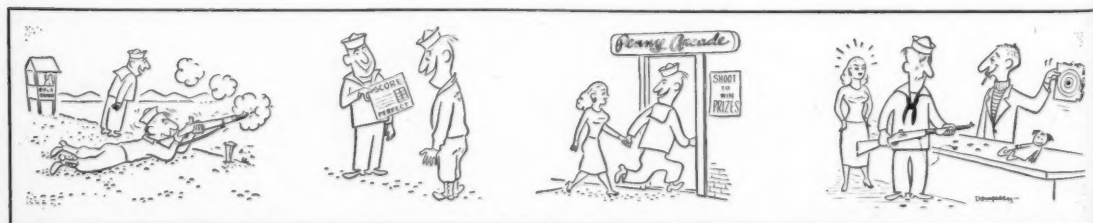
No. 12—Enumerates conditions existent in the Mediterranean area which should be understood by Navy personnel on short term duty there who are planning to bring dependents to the area, and specifies restrictions on categories of personnel subject to reimbursement for travel performed by dependents.

No. 13—Lists ships and stations authorized to train and qualify divers, second class, and cancels BuPers Circ. Ltr. 102-49 (NDB, 30 June 1949).

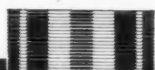
No. 14—Recommend certain USAFI texts and courses for use by personnel reviewing for preliminary examination for U.S. Naval Preparatory School, and cancels BuPers Circ. Ltrs. 159-50 (NDB, 15 Oct 1950), and 40-51 (NDB, 31 March 1951).

No. 15—Authorizes the advancement in rating of certain personnel who enlist or reenlist in Regular Navy under continuous active service conditions if they qualified through service-wide competitive examinations during previous USN enlistment or USNR tour of at least one year of active duty, but who were transferred for discharge prior to date on which advancements could be effected.

No. 16—Announces elimination boxing tournaments and the 1952 All-Navy Boxing Championships, which will be considered as a regional trial for Olympic Final Trials to be held in Kansas City, Mo., in mid-June.



DECORATIONS & CITATIONS



SILVER STAR MEDAL

First award:

- ★ **BUSTARD, Melvin E., Jr., LCDR, USN:** Commander LSMR Division 32, attached to Destroyer Division 132, in action against enemy forces at Wonsan, Korea, on 17 July 1951.
- ★ **MILLER, R. Arthur, LTJG, USN** (posthumously): Pilot of a helicopter, attached to Helicopter Squadron One, in action against enemy forces in Korea on 14 Dec 1950.
- ★ **SCHLANSKY, Arthur H., HN, USN** (posthumously): Corpsman, attached to a Marine Infantry Company, in action against enemy forces in Korea on 28 Sept 1950.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

- ★ **GUNDEBT, Leonard A., LT, USNR** (posthumously): Flight leader and pilot in Carrier Air Group 102, attached to *Bon Homme Richard*, in action against enemy forces in the Korean area on 2 Sept. 1951.

Gold star in lieu of second award:

- ★ **TIFFANY, Albert R., LT, USN:** Pilot of a night fighter aircraft in Composite Squadron Three, attached to *uss Princeton*, during operations against enemy forces in Korea from 1 February to 15 Apr. 1951.

First award:

- ★ **BOLT, George W., LCDR, USN:** Pilot of a helicopter in Helicopter Squadron One, Detachment 11, temporarily attached to *uss Saint Paul*, during operations against enemy forces in Korea on 1 Mar 1951.
- ★ **COOK, Baxter H., LTJG, USN** (missing-in-action): Pilot of a night fighter plane in Composite Squadron Three, attached to *uss Princeton*, in action against enemy forces in Korea on 8 Mar 1951.
- ★ **MARTIN, Frank, III, LT, USNR:** Flight leader in Fighter Squadron 871, attached to *uss Princeton*, during operations against enemy forces in Korea on 16 June 1951.

★ **SULLIVAN, Gerald J., ENS, USN:** Pilot of a jet fighter plane in Fighter Squadron 191, in action against enemy forces in Korea on 5 May 1951.

★ **THORNTON, John Wm., LTJG, USNR:** Pilot of a helicopter in action against enemy forces in the vicinity of Wonsan, Korea, on 16 Mar 1951.

★ **TIFFANY, Albert R., LT, USN:** Pilot of a night fighter plane in Composite Squadron Three, attached to *uss Princeton*, in action against enemy forces in Korea on 6 Mar 1951.



NAVY AND MARINE CORPS MEDAL

First award:

- ★ **ALEMAN, Albert A., SN, USN:** Rescued one man from drowning and attempted to rescue another during a gasoline flash fire at Pier B, Naval Operating Base, Guantanamo Bay, Cuba, on 9 June 1951.
- ★ **BUTLER, Robert C., HM3, USN:** As-

sisted in the evacuation of casualties when a mortar shell landed short and exploded during a training problem involving live firing at Camp Lejeune, North Carolina, on 20 June 1951.

★ **EVANS, Russell C., BTC, USNR:** Rescued two persons from drowning at Hammerley's Inlet, Mason County, Washington, on 20 June 1951.

★ **HENRY, Donald J., AE3, USNR:** Crewman of a helicopter flying plane guard for *uss Princeton* in connection with the rescue of a downed pilot and his passenger following the crash of an attack bomber plane in the Sea of Japan off Korea on 3 Mar 1951.

★ **KRONENWETTER, Robert E., AN, USNR:** Instrumental in saving about 50 first-line combatant aircraft from destruction when a fire broke out at Fleet Aircraft Service Squadron Five Detachment, Coast Guard Air Station, Elizabeth City, North Carolina, on 30 July 1951.

★ **MCLAUGHLIN, Martin T., DC1, USN:** Assisted in extinguishing a fire on the hangar deck of *uss Philippine Sea* while that ship was in the Japan Sea on 14 Nov 1950.

UDT One Receives Second NUC for Korean Action

Underwater Demolition Team One is the first activity to receive two Navy Unit Commendations in the Korean conflict. The second commendation was awarded for "exceptionally meritorious service" during the period 2 November to 1 December 1950.

"Organizing a number of small boat crews to work in conjunction with a helicopter," the citation states, "UDT One initiated search missions in eight mined areas in order to buoy mine lanes for subsequent destruction by friendly aircraft and sweep vessels.

"Severely handicapped by extremely muddy waters which cut visibility to less than two feet in the harbor approaches, this intrepid and resourceful unit successfully accomplished its difficult and hazardous tasks in the face of strong tidal currents and freezing temperatures.

"When underwater obstacles were visible only from the air, the

boat crews buoyed mines they could not see by following directions from a helicopter hovering over the area.

"Undertaking important hydrographic reconnaissance surveys in the swept channels to Chinnapo, the team relocated navigational buoys to conform with desired depths and also employed its boat crews as mine search and armed escorts for a small boat exploratory sweep of a channel leading to the mouth of the Chongchon River.

"In addition, a volunteer disposal squad removed exploder mechanisms from 15 M-26 inertia-type mines."

Previously, UDT One received the NUC for its services as part of Amphibious Group One, Pacific Fleet, in Korean waters during August 1950.

Officers and enlisted men of UDT One have received individual awards for their heroic achievements.

BOOKS:

HISTORY AND FICTION FEATURED THIS MONTH

HISTORY books and fiction books are among those chosen for distribution to Navy libraries ashore and afloat. Here are reviews of some of the latest additions to the sailors' reading fare:

• **Rag, Tag and Bobtail**, by Lynn Montross; Harper and Brothers.

This 90,000-word volume deals with the Revolutionary War, beginning with incidents leading up to the Declaration of Independence and ending with the American victory in 1783.

The composition of Washington's army, the attitude of the British, the conflicting views of the colonists, minor skirmishes and major encounters, America's first "sea force"—the privateers—are among the subjects discussed in detail.

And there are the feuds between generals—Gates and Schuyler, for example—accounts of the "fumbling in strategic darkness" on both sides, tales of Steuben—a "supposed baron" and lieutenant general—shouldering a musket the better to teach his troops—all of which afford valuable insight into those historic days.

Montross' book is well-documented, written in an interesting manner. It's a "must" for serious

students of American history and a "should" for practically everyone else.

* * *

• **Red China's Fighting Hordes**, by Lieutenant Colonel Robert B. Rigg, USA; Military Service Publishing Company.

Here's a timely book about the soldier in Red China, written by a man who has spent years in the Orient. Colonel Rigg was assistant military attache in China from 1945 to 1948. For a time, he was the only American observer with Marshal Vasilevsky's forces when the Russians occupied Manchuria.

Using his first-hand knowledge to good advantage, Colonel Rigg describes the life of the Chinese soldier. He tells of his background, his leaders, his equipment, training and morale. He describes the Communist indoctrination—a must in the Chinese soldier's daily training program. He outlines the Chinese army's tactics and types of strategy.

Bluejackets will learn that a private in the Chinese Red Army earns 41 cents a month, plus a vegetable allowance of three cents a month. A division commander will get about \$1.30. Staff officers get an additional

"feast allowance" for entertainment.

Medical care is poor. Discipline is strict, privileges are few. The conscription plan is rather inconsistent. It is interesting to note that each family is "required" to furnish one male for the army.

From this book, you will gain added insight into the Oriental mind; you will learn something about the Communist influence on Asia. This is not light, bed-time reading matter but it's well worth digging into.

* * *

• **Lieutenant Hornblower**, by C. S. Forester; Little, Brown and Company.

This month's major fiction selection is the latest yarn in the Horatio Hornblower series. It takes us back to the days of Lieutenant Hornblower, junior officer on board HMS *Renown*.

In his well-paced book, Forester tells us of the mad Captain Sawyer who falls down a gangway—in a singularly unexplained manner—and subsequently loses command of his ship. The author recounts the tale of how, by Hornblower's plan, *Renown* captures the Spanish fort at Santiago along with four vessels as prizes.

Undoubtedly this dip into the past of the valiant officer of the Royal Navy has been brought about by the public's enjoyment of other tales of his escapades. This new adventure is told with Forester's usual skill. His ability to use dialogue with very little narrative makes for rapid, absorbing reading.

* * *

• **The Small-Boat Skipper**, by Eugene V. Connett, 3rd; W. W. Norton and Company.

Here is a how-to-do-it book, designed for the lover of small seagoing craft and written by a veteran of more than 50 years of small-boat sailing who knows whereof he speaks.

Mr. Connett gives you the low-down on the what, when, how and why of small-boat cruising. He tells you how he planned a cruise—and what came of his plans. He discusses bad weather, piloting problems, equipment, how to use the current tables, and the "dumb skipper's compass." There is even a chapter on "the gentle art of getting scared."

The author's style is down to earth, yet salty enough to please most sailors. This is a worthwhile addition to marine literature.

SONGS OF THE SEA

Tommy's Gone to Hi-lo

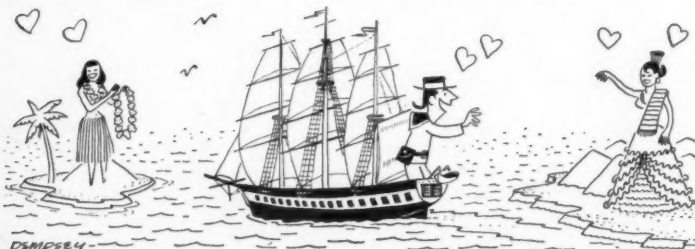
Oh, Tommy's gone, what shall I do?
Hey-yay to Hi-lo!

Oh, Tommy's gone, and I'll go too.
Tommy's gone to Hi-lo!

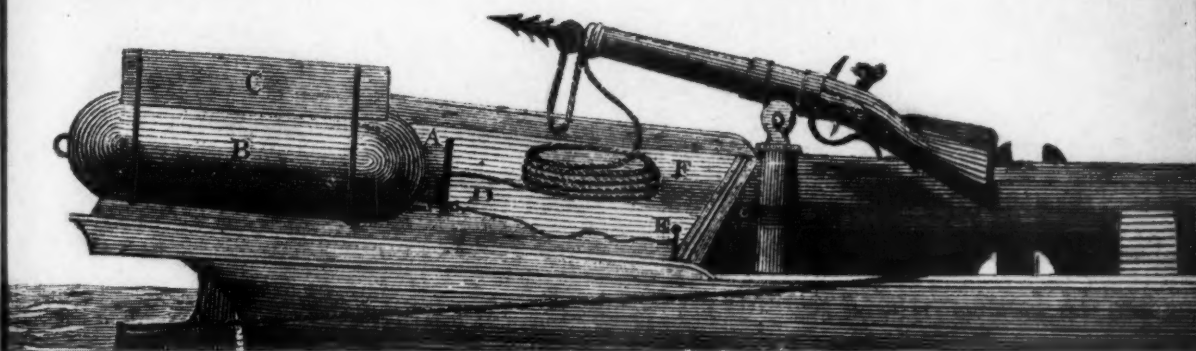
Oh, I love Tom and he loves me,
He thinks of me when out to sea.

Oh, away around to Callao,
The Spanish gels he'll see, I know.

Oh, Tommy's gone for evermore,
Hey-yay to Hi-lo!
I'll never see my Tom no more.
Tommy's gone to Hi-lo!



ROBERT FULTON'S PT BOATS



New York—1810

A method of attacking enemy warships by means of harpoon torpedoes was proposed by the inventor Robert Fulton and put to a test against a U. S. naval force. Fulton describes the plan in his book "Torpedo War and Submarine Explosions."

In the year 1810 there occurred an interesting but little known contest in American naval history. The inventor Robert Fulton proposed a plan of torpedo warfare which was put to actual test against a U.S. naval force.

How this experiment and the contest which followed it turned out is covered in the following book supplement.

Robert Fulton is famous for his nautical contributions to the world, the submarine Nautilus, and his steamship Clermont. The former vessel carried forward and greatly improved on the work of David Bushnell. The latter vessel, although not the first steamship invented, marks the beginning of steam navigation as a commercial success.

Fulton also designed plans for an early steam-warship, and he studied the possibilities of using electricity for the underwater firing of torpedoes.

After Bushnell's experiments in underwater warfare, which had made that inventor a subject of ridicule, Fulton was the next man to become seriously interested in torpedoes, beginning his experiments on the Seine in 1797. In 1801 he destroyed a small vessel with a submarine mine (then called a "torpedo") which is believed to be

the first vessel of any size sunk in this fashion.

The following account of what might be described as the forerunner of today's PT boats, with its harpoon torpedoes, and mine warfare generally, is derived from Fulton's own book, abridged and freely adapted, entitled "Torpedo War and Submarine Explosions", published in 1810. Notations on the experiment to test Fulton's invention are taken from his "Letter to the Secretary of the Navy on the Practical Use of the Torpedo", published in 1811, and from the book "Submarine Warfare, Offensive and Defensive", by Lieutenant Commander J. S. Barnes, USN, published in 1869.

IN JANUARY [1810], I had the pleasure of exhibiting to Mr. Thomas Jefferson, Mr. James Madison, and a party of gentlemen from the senate and house of representatives, some experiments and details on Torpedo defence and attack.

The favorable impression which the experiments appeared to make and my conviction that this invention, improved and practiced to the perfection which it is capable of, will be of first importance to our country, has induced

Robert Fulton's PT Boats

me to present a description of my system, with such demonstrations as will enable you to form a correct judgment on adopting it as a part of our means of national defense.

Men who have traced the progress of the useful arts know the years of toil, experiment and difficulties which frequently pass, before the utility and certain operation of new discoveries have been established; hence it could not be expected that Torpedoes should be rendered useful without encountering many difficulties. In the course of farther essays other difficulties will appear; but from my past experience I feel confident that any obstacle which may arise can be surmounted.

* * *

To convince Mr. Pitt [British prime minister] that a vessel could be destroyed by the explosion of a torpedo under her bottom, a strong built brig, the *Dorothea*, burthen 200 tons, was anchored near Deal. Two boats, each with eight men, commanded by Lieutenant Robinson, were put under my direction.

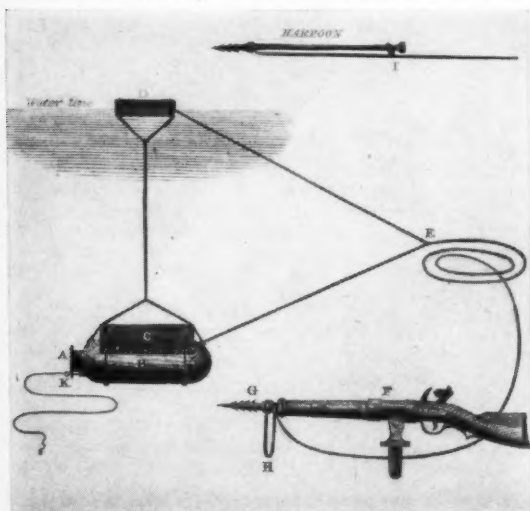
I prepared two empty Torpedoes in such a manner that each was only from two to three pounds specifically heavier than salt water; and I so suspended them that they hung fifteen feet under water. They were then tied, one to each end of a small rope 80 feet long.

Each boat having a Torpedo in the stern, they started from the shore about a mile above the brig, and rowed down towards her. The uniting line of the torpedoes stretched to its full extent. The two boats were distant from each other 70 feet.

They approached in such a manner that one boat kept the larboard, the other the starboard side of the brig in view. So soon as the connecting line of the torpedoes passed the buoy of the brig, they were thrown into the water, and carried on by the tide, until the connecting line touched the brig's cable.

The tide then drove them under her bottom. The ex-

HARPOON MINE — This Fulton brainstorm coupled a whaler's harpoon gun with a specially rigged 'torpedo.'



periment, being repeated several times, taught the men how to act, and proved to my satisfaction that when properly placed on the tide, the Torpedoes would invariably go under the bottom of the vessel.

I then filled one of the Torpedoes with 180 pounds of powder, and set its clockwork to 18 minutes. Everything being ready, the experiment was announced for the next day, the 15th [of October, 1805].

At forty minutes past four the boats rowed towards the brig, and the Torpedoes were thrown into the water. The tide carried them, as described, under the bottom of the brig.

At the expiration of 18 minutes the explosion appeared to raise her bodily about six feet.

She separated in the middle, and the two ends went down. In 20 seconds, nothing was to be seen of her except floating fragments. The pumps and foremast were blown out of her; the fore-topsail-yard was thrown up to the cross-trees; the fore-chain-plates, with their bolts, were torn from her sides; the mizzen-chain-plates and shrouds, being stronger than those of the foremast, or the shock being more forward than aft, the mizzen-mast was broke off in two places.

These discoveries were made by means of the pieces which were found afloat.

The experiment was of the most satisfactory kind, for it proved a fact much debated and denied, that the explosion of a sufficient quantity of powder under the bottom of a vessel would destroy her. (Twenty minutes before the *Dorothea* was blown up, Capt. Kingston asserted that if a Torpedo were placed under his cabin while he was at dinner, he should feel no concern for the consequence. Occular demonstration is the best proof for all men.)

There is now no doubt left in any intelligent mind as to this most important of all facts connected with the invention of Torpedoes. The establishment of this fact alone merits the expenditure of millions of dollars and years of experiment, were it yet necessary, to arrive at a system of practice which shall insure success to attacks with such formidable engines.

In the course of my essays, two brigs, each of 200 tons, have been blown up [the second brig being sunk in New York harbor in August 1807]. The practicability of destroying vessels by this means has been fully proved.

It now remains to point out means by which Torpedoes may be used to advantage with the least possible risque to the assailants.

* * *

The anchored Torpedo [is] arranged to blow up a vessel which should run against it. [It consists of] a copper case two feet long, 12 inches diameter, capable of containing one hundred pounds of powder. [Above it] is a brass box in which there is a lock similar to a common gun lock, with a barrel two inches long, to contain a musket charge of powder. A lever which has a communication to the lock inside of the box holds the lock cocked and ready to fire. A deal box filled with cork is tied to the case. The object of the cork is to render the Torpedo about 15 or 20 pounds specifically lighter than water, and give it a tendency to rise to the surface. It is held down to any given depth under water by a weight of 50 or 60 pounds; there is also a small anchor, to prevent a strong tide moving it from its positions.

All the experience which I have on this kind of Tor-

pedo is, that in the month of October 1805, I had one of them anchored nine feet under water, in the British Channel near Dover. The weather was severe, the waves ran high, it kept its position for 24 hours, and when taken up, the powder was dry and the lock in good order.

The Torpedo thus anchored, it is obvious that if a ship in sailing should strike the lever, the explosions would be instantaneous, and she be immediately destroyed. Hence, to defend our bays or harbours, let a hundred, or more if necessary, of these engines be anchored in the channel, as for example, the Narrows, to defend New-York.

Would [an enemy] have the courage or temerity to sail into a channel where one or more hundred of such engines were anchored?

We may reasonably conclude that the regard to self-preservation will make an enemy cautious in approaching waters where such engines are placed. For, however brave sailors may be, there is no danger so distressing to the mind of a seaman, or so calculated to destroy his confidence, as that which is invisible and instantaneous destruction.

The consideration which will now present itself is that the enemy might send out boats to sweep for and destroy the Torpedoes. Suppose 200 Torpedoes to be placed in three miles of channel; the enemy's boats, in attempting to sweep for them, would be exposed to the fire of our land batteries, or necessitated to fight our boats, for whenever they leave their ships and take to boats, we can be as well armed and active at boat fighting as they.

Even if successful, and were they to get some of the Torpedoes, they could not ascertain if all were destroyed, for they could not know whether five or 500 had been put down. Nor could they prevent our boats throwing additional numbers each day and night.

* * *

A clockwork Torpedo [may be] prepared for the attack of a vessel while at anchor or under sail, by harpooning her in the larboard and starboard bow.

From the Torpedo and [its cork] float, two lines each 20 feet long, are united; from thence one line goes to the harpoon. The total length of the line from the Torpedo to the harpoon is about 50 feet. According to the length of the vessel to be attacked, [this length] will, when the ship is harpooned in the bow, bring the Torpedo under her bottom near midship.

The harpoon is a round piece of iron, half an inch diameter and two feet long; the butt is one inch diameter, the exact calibre of the harpoon gun. In the head of the harpoon there is an eye; the point six inches long is barbed. The line of the Torpedo is spliced into the eye of the harpoon. A small iron or tough copper link runs on the shaft of the harpoon; to this link the Torpedo line is also tied, and at such a distance, that when the harpoon is in the gun it will form a loop, but when fired the link will slide along to the butt of the harpoon, and, holding the rope and harpoon parallel to each other, the rope will act like a tail or rod to a rocket, and guide it straight. Without this precaution, the butt of the harpoon would turn foremost, and make a very uncertain shot.

The harpoon gun [is] made to work on a swivel in a stanchion fixed in the stern-sheets of a boat. My experience with this kind of harpoon and gun is that I have

harpooned a target of six feet square 15 or 20 times, at the distance of from 30 to 50 feet, never missing, and always driving the barbed point through three inch boards up to the eye, which practice was so satisfactory that I did not consider it necessary to repeat it.

The object of harpooning a vessel on the larboard or starboard bow is to fix one end of the Torpedo line. Then, if the ship be under sail, her action through the water will draw the Torpedo under her; if she be at anchor, the tide will drive it under her, where at the expiration of the time for which the clockwork was set, the explosion will destroy her.

This being the kind of Torpedo and clockwork by which the *Dorothea* and the brig in New-York harbour were blown up, and the harpoon having succeeded to fix the line to the target, these two experiments shall be combined, and the mode of practice, with the prospect of success and risque to the assailants examined.

The stern of a boat [which is to be used in the Torpedo harpooning attack contains] a platform about four feet long, three feet wide. On the platform the Torpedo and its suspending line of cork are to be laid. The man who shall be stationed at the gun, the harpooner, is to steer the boat and fire when sufficiently near.

If he fixes his harpoon in the bow of the enemy, it will then only be necessary to row away. The harpoon and line, being fixed to the ship [under attack], will pull the Torpedo out of the boat, and at the same instant set the clockwork in motion.

This reduces the attack of each boat to one simple operation, that only of firing with reasonable attention. Should the harpooner miss the ship, he can save his torpedo and return to the attack.

On the kind of boat best calculated for active movements, I propose clinker-built boats, each 27 feet long, six feet extreme breadth of beam, single banked, and six long oars; one blunderbuss, on a swivel, on the larboard and one on the starboard bow; one ditto on the larboard and one on the starboard quarter. To work the blunderbusses, in case of need, two Marines should be placed in the bow, two in the stern; each of those men to be provided with a horse-pistol and cutlass, and each oarsman a cutlass, in case of coming to close quarters with a boat of the enemy.

* * *

Torpedo boats rowing on to the attack [are depicted in the illustrations on these pages]. I am sensible that there are strong prejudices against the possibility of row-boats attacking a ship or ships of the line, with any reasonable hope of success. I will, therefore commence my reasoning [to] prove that all the calculations are in favour of the Torpedo boats.

I will run my calculations against a third-rate, 80 gun ship, she being the medium between first rates of 110 guns and fifth rates of 44 guns.

Suppose her to enter one of our ports or harbours in a hostile manner, her full complement of men six hundred [and her] cost four hundred thousand dollars.

It is now to be seen if six hundred men and a capital of four hundred thousand dollars cannot be used to advantage in a Torpedo attack or defence.

Six hundred men, at 12 to a boat [would] man 50 Torpedo boats. An establishment of 50 boats with their torpedoes, and armed complete, [is] 24,300 dollars. The

Robert Fulton's PT Boats

economy would be 375,700 dollars. (As each boat with a torpedo, and armed complete, costs four hundred and eighty-six dollars, this economy would pay for 789 boats. Hence 839 Torpedo boats could be fitted out for the sum which one 80 gun ship would cost.)

Unless in a case of great emergency, the torpedo attack should be in the night. If an enemy came into one of our harbors to do execution, the chances would be much against her getting out and to any great distance before night. In a night usually dark, row-boats painted white and men dressed in white cannot be seen at the distance of 300 yards; and there are nights so dark, that they cannot be seen if close under the bow. An enemy, who understood the tremendous consequences of a successful attack with Torpedoes, would not like to run the risque of the night being dark. But in any night, the 50 boats closing on the vessel in all directions, would spread or divide her fire, and prevent it becoming concentrated on any one or more boats.

Boats which row five miles an hour, and which all good boats can do for a short time, run at the rate of 140 yards per minute. At the distance of 300 yards from the ship, they take the risque of cannon shot, which must, from necessity, be random and without aim, on so small a body as a boat, running with a velocity of 140 yards a minute.

At 200 yards from the ship, the boats must take the chance of random discharges of grape and cannister shot; and at 100 yards from the ship, they must run the risque of random musket.

Each boat will, therefore, be two minutes within the line of the enemy's fire before she harpoons, and two minutes after she has harpooned before she gets out of the line of fire. Total, four minutes in danger.

As before observed, no aim can be taken in the night at such quick moving bodies as row-boats; yet some men might be killed, and some boats crippled. In such an event, the great number of boats which we should have in motion, could always help the unfortunate.

But what would be the situation of the enemy, who had their 600 men in one vessel? The Torpedo boats closing upon her, 25 on the larboard and 25 on the starboard bow, some of them would certainly succeed to harpoon her between the stem and main chains, and if so, the explosion of only one Torpedo under her would sink her.

To give a fair comparative view of the two modes of fighting, I have in these calculations made the number of men on each side equal. But such a preparation would not be necessary. It can never be necessary for us to have more boats than are sufficient to meet the boats which the enemy could put out to oppose us. Therefore, 12 boats on our part would be sufficient to attack an 80 gun ship, particularly as built expressly for running, and our business is to run to harpoon and not to fight. For this purpose our six oarsmen, in each boat, never quit their oars, while our four Marines keep up a running fire.

If our boats came in contact with the boats of the enemy, the contest would be reduced to boat fighting; the ship could not use her cannon or small arms against us without firing on her own boats. If we succeed to drive the boats under the guns of the ship, we should follow so close that her guns and small arms could not be used,

for in the night and amidst a number of boats in confusion, they could not discriminate between friend and enemies.

* * *

The question has often been put to me, Where will you find men who have courage to approach in boats within 20 feet of an 80 gun ship, to harpoon her?

I answer, that the men in the boats, who are not more than three minutes within the line of the enemy's fire, are not so much in danger, nor does it require so much courage, as to lie yard-arm and yard-arm, as is usual in naval engagements, and receive broadsides, together with grape-shot and volleys of small arms, for 40 or 60 minutes.

The risque is not so great, nor does it require so much courage, as to enter a breach which is defended by interior works and close ranges of cannon, flanked by howitzers or carronades loaded with cannister or grape-shot, and the parapet crowded with infantry; yet such breaches have been forced, and cities taken by assault, with numerous examples of this kind.

But I will not propose a project so novel, and look to others to execute it. If Torpedoes be adopted as a part of our means of defence, with a reasonable number of men organized and practised to the use of them, if it be thought proper to put such men under my command, and an enemy should then enter our ports, I will be responsible to my fellow-citizens for the courage which should secure success.

* * *

How did Fulton's Torpedo boats fare in the actual tests against a man-of-war?

Shortly after the inventor published his treatise on the stationary and harpoon Torpedo, a committee composed of U.S. naval officers and commissioners was appointed to investigate his inventions and their possibilities.

What happened is described below by Lieutenant Commander Barnes, USN, in a book published in 1869, covering various official records, along with a report by Fulton himself, "A Letter to the Secretary of the Navy on the Practical Use of the Torpedo" (1811).

For the purpose of fully testing these plans, the sloop-of-war *Argus* then lying off the New York Navy yard, was directed to be prepared to receive an attack from Fulton's machines, Commodore Rodgers assuming charge of the preparations.

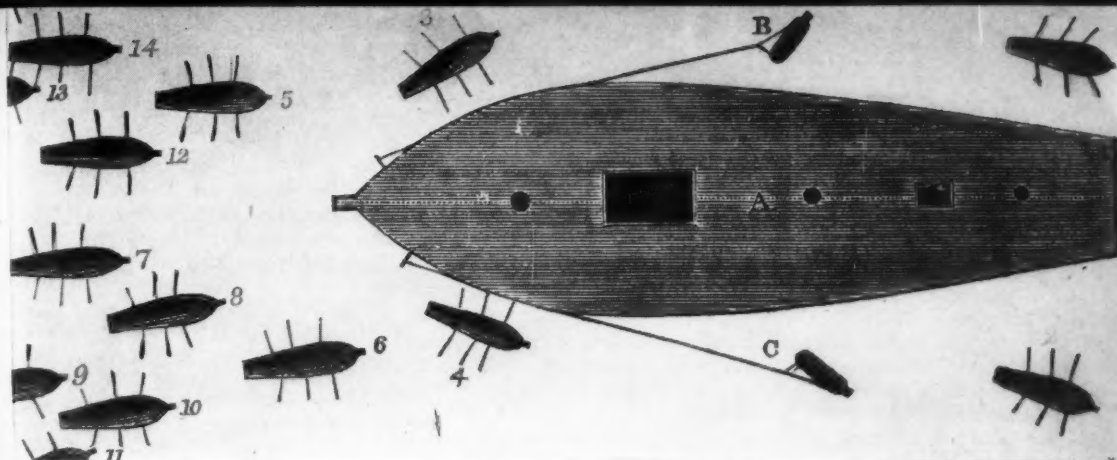
He had expressed great incredulity as to the value of the inventions, but made such arrangements to meet the attack as argued a greater belief in their power than he was willing to admit.

He surrounded the *Argus* with:

- Nets to the ground
 - Booms
 - Swinging spars armed with scythes, to sweep off the heads of persons approaching in boats.
 - Heavy weights [hung] to the yard-arms and rigging.
- In fact, he so encumbered his vessel with defensive preparations, that her efficiency as a man-of-war was materially interfered with.

When all was ready the commissioners met. [Against this formidable defense Fulton came prepared with a single Torpedo boat, manned by eight men.]

Fulton endeavored in vain to operate his machines.



BOLD PLAN called for the boats to approach enemy ship, fire their harpoons and escape before 'torpedoes' exploded.

He finally abandoned the attempt, and acknowledged that the ingenuity of the Commodore in defending his vessel was greater than his in attacking it; but argued that a system, then only in its infancy, which compelled a hostile vessel to guard herself by such extraordinary means, could not fail of becoming a most important mode of warfare.

The Commodore [took] leave of the subject by stating: "His (Fulton's) torpedoes, so far from being of the importance which he had considered them, were, on a more thorough examination of their principles, assisted by all the practice of which he himself had supposed them susceptible, found comparatively of no importance at all; consequently they ought not to be relied on as a means of national defence."

The commissioners were differently impressed by the few experiments made. All agreed that the experiments were failures, and attributed the results to the active, determined opposition of Commodore Rodgers.

Chancellor Livingston, in a long and interesting paper, concluded his remarks:

"Upon the whole, I view this application of powder as one of the most important military discoveries which some centuries have produced. It appears to me to be capable of effecting the absolute security of our ports against naval aggression, provided that in connection with it the usual means necessary to occupy the attention of the enemy be not neglected."

Mr. Lewis in his report says:

"The submarine use of gunpowder will, at no distant day, be entitled to rank among the best and cheapest defences of ports and harbors. Torpedoes will certainly meet with opposition from adverse interests, deep-rooted prejudices, and perhaps foreign attachments. Their advocates will have to encounter the pertness of the wittlings of the day. Still, I trust the system will not be deserted while even a distant prospect of its becoming useful shall remain."

Fulton [discussed the failure of the experiments] in a letter to the Secretary of the Navy, from which extracts are taken:

"It is proved and admitted, first, that the water-proof locks will ignite gunpowder under water. Secondly, it is proved that 70 pounds of powder exploded under the bottom of a vessel of 200 tons will blow her up; hence it is admitted that if a sufficient quantity be ignited un-

der the bottom of a first-rate man-of-war, it would instantly destroy her.

"The question naturally occurs, whether there be within the genius or inventive faculties of man, the means of placing a Torpedo under a ship in defiance of her powers of resistance.

"He who says there is not, and that consequently Torpedoes never can be rendered useful, must of course believe that he has penetrated to the limits of man's inventive powers, and that he has contemplated all the combinations which present or future ingenuity can devise, to place a Torpedo under a ship.

"I will now do justice to the talents of Commodore Rodgers. The nets, booms, kentledge, and grapnel, which he arranged around the *Argus*, made at first sight a formidable appearance against one Torpedo-boat and eight bad oarsmen.

"I was taken unawares. I had explained to the officers my means of attack, they did not inform me of their measures of defence; the nets were put down to the ground, or I should have sent my Torpedoes under them.

"I had not one man instructed in the use of the machines, nor had I time to reflect on this mode of defending a vessel. I have now, however, had time, and I feel confident that I have discovered a means which will render nets to the ground, booms, kentledge, oars with sword-blades through the port-holes, and all such operations, totally useless."

However, despite Fulton's energy and enthusiasm, and his thorough belief in the system, other important projects connected with steam navigation forced him to abandon his schemes, and public interest in them ceased. [Fulton died four years later.]

It must be acknowledged that the apparatus of Fulton was crude, imperfect and unreliable. The review of his experiments is valuable or interesting, as it shows how, in the infancy of this new device of war, one man at least, despite failures, criticism, and ridicule, conceived fully the importance of the system, and labored unweariedly in the prosecution of ideas requiring further advancement in kindred arts for practical proof of their value.

Fulton's flint gun-locks, clock-work, and row-boats were altogether inadequate to his purposes. Fulminates, steamships, and electricity were then barely conceived of.

The power of the torpedo was there, terrific and annihilating in its effects.

TAFFRAIL TALK

WHEN ALL HANDS prints information which appears to be contrary to established regulations, there's a flow of correspondence from all parts of the world, calling us on the subject to see if we made a mistake.

Here's an example, to which we point with all modesty. It concerns the rules on carrying leave credit from the end of one fiscal year to the next, particularly a half day's leave, and it appeared under the caption "Figuring Leave Credit" (December 1951, p. 30).

ALL HANDS' statement on the subject seemed to be in conflict with *BuPers Manual*, the letters coming in said. We rechecked our story and found it to be correct. And—partly as a result of the numerous inquiries received—*BuPers Manual* will clarify the subject article in a forthcoming change, to avoid possible misinterpretations.

To give an indication of the careful readership and the wide coverage of ALL HANDS, we're printing a list of the first 20 readers to call us on the apparent discrepancy, with thanks for their interest in getting the facts straight:

A. Avila, HMC, USNH Mare Island, Calif.; R. Davis, YNC, Eastern Sea Frontier, N. Y.; J. A. Foster, PN2, FlogAirWing Pacific; G. E. Hellyar, YNC, VR 6, Chicopee Falls, Mass.; K. Howell, YN3, Caribbean Command, Panama Canal Zone; R. L. Iversen, PNC, RECSTA, Norfolk; J. T. Karr, HM1, USNH Beaufort, S. C.; J. V. Martinez, YN2, *uss Zelima* (AF 49); R. Northam, PNC, Submarine Squadron 10; C. L. Olson, PN1, VR8, San Francisco; G. Poole, YN1, NAS Grosse Ile, Mich.; W. G. Robinson, YN1, Pacific Reserve Fleet, Tacoma, Wash.; J. A. Scarfo, YN2, USN&MCRTC, Hingham, Mass.; C. G. Smith, PNC, Atlantic Reserve Fleet, USNB, S. C.; Ensign C. F. Welch, MSC, BuMed, Washington, D.C.; J. T. Wesner, Jr., YN3, NAS Atlantic City, N. J.; G. Hatton, PN3, VS21, NAS San Diego; C. H. Carlson, YNSN, VC-35, NAS San Diego; G. K. Knight, PNC, VR31, NAS Norfolk; R. H. Verble, PNC, Atlantic Reserve Fleet, NB, S. C.; R. G. Harreschou, PNC, VR5, NAS San Diego.

* * *

When Harvey Haynes, AA, usn, joined the Navy, he joined in a big way and for a long time—some 29 years. In his hurry to enlist, he signed his shipping articles without reading them. Also in a hurry to accommodate the new recruit, a yeoman in the Dallas recruiting office placed the day-of-the-month in the column listed under years-to-serve. This showed Harvey as one year short of "going for 30."

Whether willing or not, Harvey couldn't legally sign up for that long. His personnel officer forwarded a letter to the Chief of Naval Personnel, requesting that his enlistment be shortened by a quarter of a century. Harvey's now in for four years, with the privilege of reenlisting when his hitch is up.

* * *

Corporal Bruce K. MacAlster, usmc, could really consider himself a 100 per cent Marine when he joined the Corps. He is the son of two World War I Marine sergeants, his mother being one of 320 women enlisted in the Marines by Act of Congress in 1918.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: The six 5-inch guns of the destroyer USS *De Haven* (DD 727), worn from action during World War II and the Korean conflict are replaced by the destroyer tender USS *Piedmont* (AD 17) at an advanced naval base in the Far East.

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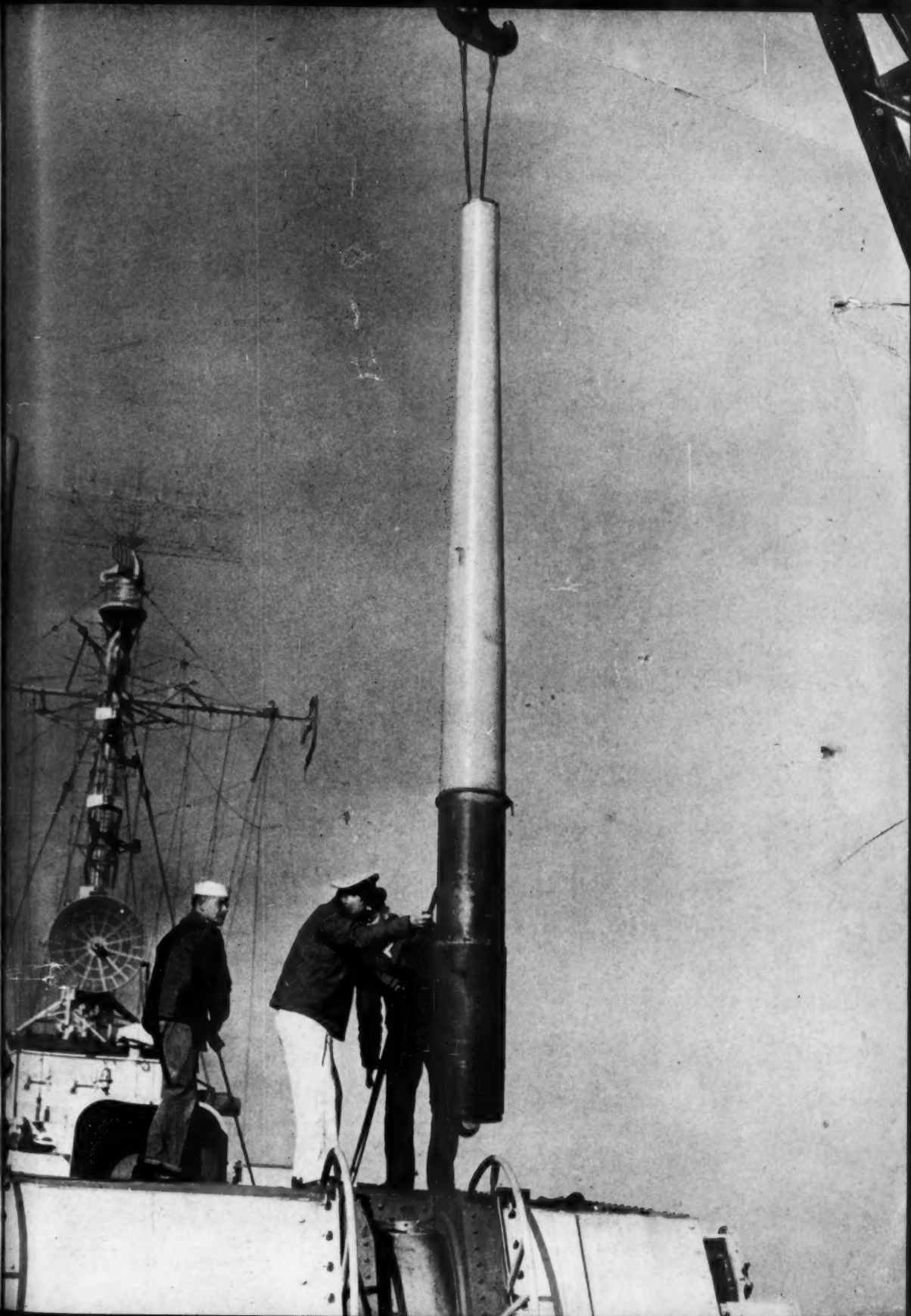
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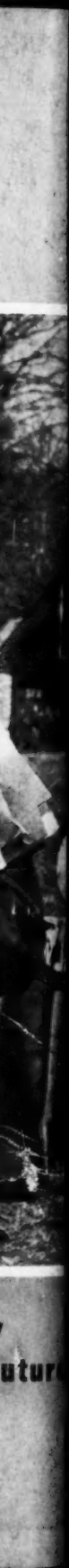


the feeling of security



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